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"Building Small Light Hollow Spars"
"Snow Row 2000" - "The Wreck of the Daily"



messing about in **BOATS**

Volume 17 - Number 23

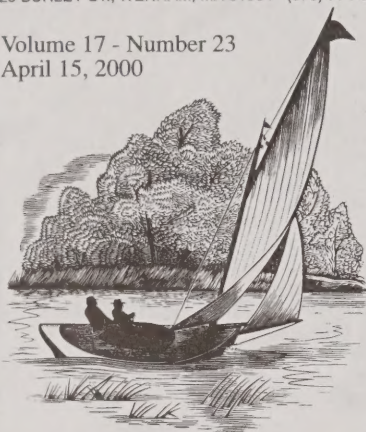
April 15, 2000



messing about in BOATS

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Commentary...

Bob Hicks, Editor



In the January 15th issue I brought up the topic of human powered vehicles on this page, specifically pedal powered boats, something that had been brought to my attention by a publicity release about the firms in this country which engage in producing such craft and the products they offer. What with my current infatuation with bicycling and pedal power it slipped right by me that paddles and oars are devices for the application of human power to boat propulsion too, methods long predating pedal power.

I had this in mind as I stood on the beach at Hull, Massachusetts in late February speculating at the Snow Row 2000 "human powered" race. About 50 small boats were taking part, seven were paddle driven kayaks, five were oar driven sliding seat shells, and the rest were oar driven traditional fixed seat oar-on-gunwale craft with from one to six oarspersons aboard. No pedal boats. No forward facing oar powered boats.

The fastest boat overall was an Alden double rowing shell crewed by a woman and a man, mixed crew. The major drama took place between three big six oared pilot gigs, one crewed by all men, one by men and women mixed, and one all women, and a much smaller four oared canvas hulled Irish currach crewed by men. All oar driven. How did so varied a mix get so close a result from the application of their human power I speculated?

In the first instance we had typical slender, fitness enthusiast sliding seat folks, a woman and a man, beating out the muscle of six big guys in a bigger boat. Well, it was the supplementing of their arm muscles with their much more powerful leg muscles that gave them the win, driving a very light easily moved long slender hull.

But how about those four Irishmen in their shorter (and lighter to be sure) boat almost taking the big boat finish line battle away from the six man oared gig, and beating two others. Two-thirds of the power input, a much lighter boat, but those oars! They look like 2x4's flattened on the ends that stick into the water. How do these get any sort of grip on the water?

And how to explain six smallish and slender (obviously fit of course) English women in a gig finishing a scant 100 yards behind six men in another gig, and three men and three women in yet another? Surely these women, fit as they might be, cannot match the muscle

power of six guys or even three guys and three other gals. They gotta know something about what they're doing that you don't, guys!

I realize there are other influences on boat speeds than just the human power input and the tools with which it is applied. The hull size affects ultimate speed, the shape affects drag through the water, more weight is always burdensome. Yet I have noted that the bigger boats, despite their heft, with lots more power from bigger crews, generally beat the smaller boats, no substitute for cubic muscle in such cases. That is until the smaller boats utilize the power of the human legs. The rowing shells have the edge then, doubles usually faster than singles, though not always. But in all events, using powerful leg muscles to impart force to the oars substantially increases speed potential.

So, I turn again to contemplate leg power applied via the proven efficiency of rotating pedals driving a propeller specifically designed for the 1/4-1/3 horsepower the average fit person can generate over a sustained period at the rpm possible when a typically sustainable 50 rpm pedalling rate is transformed by gearing. I speculate that this should be a real winner in terms of distance travelled for effort expended, just as it is on land. Think about it, this form of drive permits the continuous, uninterrupted, application of stronger muscle power. This application of our most powerful muscles has not caught on in mainstream human powered boating because early pedal powered craft usually involved inefficient drive systems such as paddle wheels. Amusement park and resort pond boating. Laugable.

Information about these newer pedal powered boats is now coming in to us and I expect I will be bringing you details this year on what can be had and how they perform. This is not suggesting that they will replace the pleasures of oar or paddle powered boating, but they certainly will introduce a new level of participation, just as sea kayaks and sliding seat recreational rowing shells have.

When pedal powered boats begin to turn up at competitive events, organizers will have to create yet another class into which to fit them. They are still human powered, and while it is more sophisticated a mechanism, the pedal driven propeller is no different in concept than the sliding seat rowing rig, a device to apply the power of the human leg to small boat propulsion.

In Our Next Issue...

We make our annual visit to the "Maine Boatbuilders' Show" and report on what caught our attention.

Jim Thayer returns with his tale of "The Big Swing"; Robb White is back with "The Time We Almost Lost the Chicken Feed Skiff"; Reinhard Zollitsch is off on his adventure "Paddling Around the Gaspé Peninsula"; Nathaniel Bishop's "Four Months in a Sneakbox" reaches Chapter 7; and Steve Turi's "Adventures of a New Jersey Boat Nut" hits Episode 17.

Platt Monfort reports on the "Spring Mills School Boatbuilders"; Don Cleveland details a beginner's experiences in boatbuilding in "Opus #1 Boatbuilding"; Joe Spalding tells us about "The Skiff Mayo"; and in "Boatshop News" we look at The Wooden Canoe Shop and Redd's Pond Boatbuilding.

Jim Michalak introduces his newest designs in "More New Boats"; Bob Sparks presents his "Swamp Yankee II" Rob Roy type decked canoe; Irwin Schuster reveals the exotic specs and performance of "Il Pipistrello Fuor di Inferno"; Richard Carsen muses in his "Dreamboats" installment on how "Size Matters"; while the Phil Bolger & Friends design remains shrouded in mystery at press time.

On the Cover...

Off they go at Snow Row 2000, opening the New England on-the-water scene in late February. Nearly 50 human powered small boats turned out, here we see an Irish currach, an Adirondack guideboat and a Seabright Skiff racing away from the start.



2000 BOAT BUILDING SCHOOL SCHEDULE

RESTORATION

**FEBRUARY 4TH - 6TH, 2000 or OCTOBER 20TH - 22ND, 2000 or
FEBRUARY 2ND - 4TH, 2001**

Fundamentals of boat restoration: surveying your wooden boat, plank replacement, joinery, laminated and steam bent rib/frame replacement plus condensed basic refinishing. *Mike Mahoney, Instructor. Fee: \$150*

BUILDING A ST. LAWRENCE LADIES SKIFF - PART I APRIL 8TH - 15TH, 2000

In one week's time, construct a St. Lawrence Ladies Skiff to the half-way point in the traditional construction process. Work with a fourth generation boat builder to complete the planking and ribbing to form the hull shape. Some trim work may be completed. The skiff will be finished in September's Part II class. *Dan Sutherland, Instructor. Fee: \$450*

TAKING THE LINES OFF RUSHTON'S "NESSMUK" MAY 20TH - 21ST, 2000

A two-day class where students will determine the basic hull shape of a lightweight small craft and render it in a full scale drawing. *Everett Smith, Instructor. Fee: \$100*

CANVAS CANOE RESTORATION / JUNE 3RD, 2000

Demonstration in the preparation of canvas and filling a wood canvas canoe and other basics in canvas work, with hands-on opportunities. *John McGreivey, Instructor. Fee: \$100*

REFINISHING / JUNE 10TH - 11TH, 2000

Learn the basics of traditional wooden boat refinishing: finish removal, surface preparation, staining, application of sealers and varnish, painting systems, seam compounds and post restoration care. *Mike Mahoney, Instructor. Fee: \$100*

CANING / JULY 22ND, 2000

A one-day total hands-on class that explores the basics of caning. The student will receive a sample seat to begin the craft of caning. The various types of caning and modern materials will be covered. *Patty Thompson, Instructor. Fee: \$75*

PADDLE-MAKING / AUGUST 26TH, 2000

A day course of hands-on paddle-making exploring the basics. At the end of the class you take home a paddle! Class participants will have an opportunity to try various paddles in water at the Museum's new livery. *Patrick Smith, Instructor. Fee: \$75*

BUILDING A ST. LAWRENCE LADIES SKIFF - PART II SEPTEMBER 23RD - 30TH, 2000

Following Part I, the Ladies Skiff construction will continue in a total hands-on approach with fitting out the decks and rails and installing floorboards and seats. Completing the finish work to the point where the skiff can be launched at week's end. The boat will be added to the Museum's livery. *Dan Sutherland, Instructor. Fee: \$450*

The Boat Building School is housed in the Museum's Boat Building and Restoration Shop and the Edward John Noble Historic Stone Building. Combined, the two facilities offer more than 5,000 square feet of space and all the necessary equipment for the classes. It is not required, but students may wish to bring their own hand tools, such as planes, chisels, flat-head screw driver, tape measure, wood rasp, etc.

Classes start at 9:00 AM.

Museum members are eligible for a 10% discount on boat building/ restoration class tuition.

For more information, write or call:

THE ANTIQUE BOAT MUSEUM
750 Mary Street, Clayton, New York 13624
Tel (315) 686-4104 Fax (315) 686-2775 www.abm.org

THE BOAT BUILDING SCHOOL STAFF

DAN SUTHERLAND

Dan is a fourth generation boat builder and Antique Boat Show judge. He owns and operates Sutherland Boat & Coach Inc. in Hammondsport, New York.

PATRICK SMITH

Pat owns and operates the West Hollow Boat Company in Naples, New York. Pat is a fan of non-powered boats and is an active participant in the Museum's Festival of Oar, Paddle and Sail.

JOHN MCGREIVEY

John owns and operates the McGreivey Canoe Shop in Cato, New York. John has been in the canvas business for over 25 years. He is an authorized canvas repairer for Old Town Canoe.

MIKE MAHONEY

Mike has been involved with the Museum since the mid-eighties. He manages Wooden Boat Specialties in the 1000 Islands.

EVERETT SMITH

Everett owns and operates the Everett Boat Works in Canton, New York. He has been involved with the Museum for over ten years and at one time served as Curator of the Antique Boat Museum.

PATTY THOMPSON

Patty will graduate from Environmental Science and Forestry School at Syracuse University in May, 2000. She started working at Sutherland Boat and Coach last year. Patty recently restored a 1927 Todd Tro Boat for her Dad.

You write to us about...

Activities & Events...

Depoe Bay Classic Wooden Boat Show

Once again we will celebrate wooden boats at the "World's Smallest Harbor on the Central Oregon Coast", this year on April 29th and 30th. The Ducky Derby will take place on the 30th. Interested persons are invited to inquire further.

Depoe Bay Chamber of Commerce,
Depoe Bay, OR, (541) 765-2889,
<dbchamber@newportnet.com>, WWW.
StateOfOregon.com/depoe_bay/chamber

Adirondack Boat Building & Water Skills School

Historic Great Camp Sagamore in Raquette Lake, New York is now the home of the Adirondack Boat Building & Water Skills School, formed in 1999 by a group of boat builders, instructors and canoeists. Great Camp Sagamore is a nonprofit organization and a National Historic site whose mission is to use the beauty of their location and the power of their programs to foster understanding, care and respect for nature, people and their critical interdependence.

The goal of the Adirondack Boat Building & Water Skills School is to enhance students' enjoyment, appreciation and skill development, in building and using non-motorized boats. The School offers building classes in classic cedar canvas canoe form building, construction and restoration, woodstrip epoxy canoe construction, lapstrake guideboat construction and paddle making. Water skills classes include traditional flatwater canoeing, introduction to freestyle canoeing, quietwater tandem canoeing, canoe poling and canoe sailing.

Classes are held on site at Great Camp Sagamore and run from May through October. For information and course descriptions contact:

Sagamore Great Camp, Box 146,
Raquette Lake, NY 13436, (315) 354-5311,
www.sagamore.org, <sagamore@telenet.net>

Lake Champlain Maritime Museum Annual Small Boat Show

As winter slowly retreats here in northern Vermont, we are planning for our 11th Annual Small Boat Show on July 8th and 9th. We expect 25-30 small boat exhibitors and between one and two thousand visitors this year. Our show is small but the both the quality of exhibitors, and the enthusiasm of attendees is high. There will be opportunities for people to try out boats in beautiful North Harbor and enjoy live traditional music as well as many other family activities.

We are proud of our relaxed, friendly environment and stunning location, and hope you will join us and display your boats or related wares. The cost is affordable, \$25 for professional displays, and \$10 for amateurs.

We encourage you to sign up early as space under the tents is given out on a first come, first serve basis. We also invite you to participate in our Annual Lake Champlain Challenge Race on Sunday July 9th. Enter your own boat, or with advance notice we can provide one.

We are having a particularly active and exciting winter here at the Maritime Museum:

We recently received a grant and will be doubling the size of our boat shop this spring

Our new course and workshop catalog is being received enthusiastically and course registrations are up significantly (see "You write to us... March 15 issue).

Our crew is framing the roof of our new classroom, library, and office building as I write this in late February.

An enthusiastic group of High School students are building the second 32' pilot gig in the boat shop.

Please feel free to call with any questions.

Nick Patch, Director of Maritime Skills and Outdoor Education, Lake Champlain Maritime Museum, 4472 Basin Harbor Rd., Vergennes, VT 05491, (802) 475-2022, fax: (802) 475-2953, <lcmm@sover.net>, www.lcmm.org

Useful Information...

Roof Racks

A few months ago I came upon an item in a local newspaper announcing the opening of a new store called "Racksmith", located at 1420 Washington St., Hanover MA 02339, phone (781) 829-5000. It specializes in racks and carriers of many kinds designed to facilitate the carrying on automobile and SUV roofs and backs a variety of things such as skis, sailing surfboards, bicycles, canoes, kayaks and luggage.

I had been familiar for many years with cartop racks with end fittings designed to clamp onto the rain gutters above auto doors. Noticing that in recent years cars have been manufactured without these gutters, I had been wondering how racks could be attached to today's cars. I soon found the answer to this question at Racksmith. They have in stock a surprising variety of fittings to go onto the ends of rack cross-members and fit into the gaps between the tops of car doors and the smooth edges of the roofs. One tells the clerk the make and model of one's car and he selects a set of these end fittings tailored to fit this gap neatly and dependably.

Hanover is on Route 3 between Boston and Cape Cod. Racksmith is located at the northern end of a mini-mall directly across Route 53 from Hanover Mall, which is just off of Route 3. If you're within driving distance of this shop, by all means drop in and look around.

If you're not far away, send to Yakima Company, 1385 8th St., Arcata, CA 95521 for their catalog. A drawing on its last page illustrates the variety of rack setups that are available for carrying a variety of sports items.

Bob Whittier, Duxbury, MA

Projects...

Maine's First Ship Design Milestone Achieved

Virginia's formal design process is now in the hands of a four-man research and design team led by Fred M. Walker, an internationally known and highly-regarded Scottish naval architect, of Tenterden, Kent, England, formerly of the National Maritime Museum in Greenwich, England. Amongst his credits are a number of important replica and restoration vessels around the world, including Captain Cook's *Endeavour* and *Jeanie Johnston*, the soon-to-be-launched replica of an Irish emigrant ship.

Early this summer Walker and his group will deliver preliminary design drawings from which the actual construction drawings for Virginia can be achieved. These will include lines plan, midship section, structural and general and machinery arrangements, deck layout, rigging and sail plan. Hydrostatics and stability studies of the proposed vessel complete the list of deliverables.

To make sure the design is based on the best possible historical data, Walker was directed by our Board of Directors to do a thorough study of 17th-century pinnace-type vessels, Thames River shipbuilding techniques of the 1600-1607 period and the tradition of cartography out of which grew the famous Hunt map illustration of a vessel at the Popham Colony.

At a recent conference held in San Francisco by the National Maritime Museum Association, Walker stressed that those managing a replica-reconstruction project have the moral responsibility to ensure that their work have historic integrity as well as operate safely, meet statutory obligations, and have planned maintenance and secure financing. "These views match perfectly with those of our Board," says Board President Bud Warren.

Maine's First Ship, The Virginia Project Inc., 28 Ft. Baldwin Rd., Phippsburg, ME 04562-4742

Not As Agile

I've been messing around with wooden boats for 65 years or so, ever since I was ten years old. Next to eating and loving, I think I'd rather be in a boat, especially a sailboat, than anywhere.

It took me until I was 63, however, before I ventured to build a boat, and then I built three more or less at the same time; a Gloucester light dory, an Amesbury skiff, and a 16' skiff type sailboat with a gunter rig. It was a year and then some of pure joy and challenge, laying them out, figuring out what to do next and how, and the final launchings.

But now arthritis is getting to me and I'm not as agile as I'd like to be in getting in and out of my boats. So, I'm starting to thin out my fleet by offering to sell the Gloucester light dory in this issue's classifieds and see how that goes.

Dan Dick, Worcester, MA

Bagpiper Launching

Last summer my sons and I launched our big dory, *Mary Louise*, complete with a bagpiper celebrating the occasion on the beach.

We entered the Blackburn Challenge soon after, where I believe my sons could have done a lot better, but they wanted their father to go with them.

Joseph Kosh, Jr., Millis, MA



Adventures & Experiences...

In the NJ Boat Nut Vein...

I was 14 or 15 years old, taking a walk down by the river when I came upon one of our older, crazier neighbors. His latest boat, a small glass V-hull with a huge engine was pulled up on the beach, motor lever off.

"Hey, take a ride with me," he invited. After we tinkered with the motor for a few minutes it started. I pushed the boat off the beach and away we went, throttle wide open, and the cable/pulley steering hooked up backwards (this was in the days before teleflex steering)! He must have had the boat only a few days. Somehow we stayed in the winding channels. Later he dropped me off after having scared the hell out of me, a great way to start off my summer vacation!

John Mulligan, East Hampton, NY

This Magazine...

MAIB Around the World

I thought it might please you to hear that I had a telephone call a couple of weeks ago from a Mr. Andy Peterson, an American on board his yacht *Jakaranda* moored at Opua in our Bay of Islands, Northland, New Zealand. He rang to say how much he enjoys my articles on model yachting in *Messing About In Boats* and also said several times how much your publication means to him. I gave him a couple of contacts and sent him a couple of *Winding World's*, but haven't heard anything more.

Then I had another gentleman, Peter French, on a visit here from Massachusetts for the America's Cup, make contact, another reader of *MAIB* who came down to the pond and met me last week as a result.

Mark Steele, Auckland, NZ



I'm Delighted

I'm delighted with the magazine. Enjoyed Robb White's wild naked kids series the most. But haven't figured out how to build a yuloh from ANY of the sketches printed so far. I spent years using the same oar that worked in the oarlocks, as a pole in shallow water; and as a prybar when hung up on a submerged stump; for yuloh-like tasks while slipping through narrow lake channels in a double ender with a 16' mast prone to get caught in overhanging branches. It worked about as well as you might expect.

Lee Cavin, Loudonville, OH

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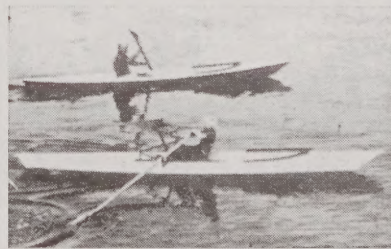
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The leading sprint to the finish shapes up, the currach coming out of nowhere at left to challenge *Blue Hill*, which had finally overtaken and just passed *Saquish* (at right).



Collision course as the currach holds its course unfazed by the bulk of *Blue Hill*.



Finish line brush and *Blue Hill's* momentum carries it through for the win.

Saquish trails the stern of the currach by half a length.



Snow Row 2000

By Bob Hicks

Some of us are old enough to recall long ago something called a "Ladies' Day", a day set apart at some usually male dominated activity especially to attract the "ladies". As I watched the finish at the Snow Row in Hull, Massachusetts on a gray winter February 26th, that obsolete phrase popped into my head, for "ladies" figured prominently in the hotly contested rush to the finish line in this 3.5 mile open water rowing race.

The gig *Saquish*, crewed by three women and three men from Team *Saquish*, was edged out by a couple of lengths by the all male crew of the gig *Blue Hill*, and the all-woman crew from Cornwall, England, in the gig *Mike Jenness, Sr.* finished a close third perhaps 100 yards back. Meanwhile the fastest overall boat on elapsed time, an Alden double, was crewed by Kate O'Brien and Peter Frykman.

So it was easy while engrossed in admiring this onslaught of women on this day to miss some of the other outstanding individual efforts. Efforts like Paul Neil's and Mike Cushing's 1-2 in the fixed seat single class, and wooden boat stalwarts Russ Smith and Ben Lathrop rowing a fiberglass (dare we say it) sliding seat shell just being edged out for that win by the O'Brien/Frykman mixed double crew. Efforts like the youth crew from the St. Thomas More School in Connecticut (coached by Russ Smith) winning the youth coxed fours. And that of the anonymous lone oarsman slowly approaching the empty beach much later, the last to finish, but finishing.

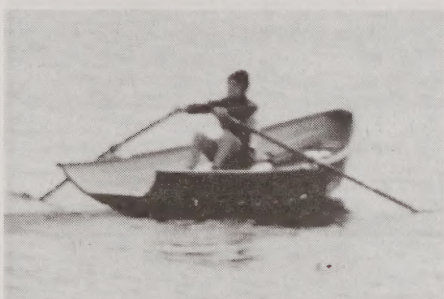
Yes, the women truly had a great day and the eyes of most onlookers were on the six women who flew over from Cornwall England at the invitation of Team *Saquish* of Plymouth, Massachusetts, to have a go at gig racing here in New England. The Team *Saquish* #1 men's crew spectated today so that the Cornwall women could use their #1 gig *Mike Jenness Sr.* and three of their top women could team up with three other men to offer the Cornwall crew some meaningful competition in *Saquish*.

Organizer Ed McCabe coxed the winning gig *Blue Hill*, built over the past two years for the use of the Charlestown rowing center by Hull's boatshop manager Reuben Smith's boatbuilding classes that included a number of adjudicated youth from inner city Boston. In that frantic sprint to the line, the gigs were suddenly menaced by a currach from South Boston, its four Irishmen closing in on the bigger, fatter gigs almost unnoticed from one side like some sort of bird of prey. A brush just at the line saw the *Blue Hill's* momentum carry it through for the win.

Forty four boats were on the beach this year, the moderate weather, cloudy, low 40's temperature and fairly flat water with slight wind even drew seven sea kayaks and five sliding seat rowing shells. As always some good old traditional rowing boats took part, the bright yellow Banks dories of the Rings Island Rowing club a familiar sight.



Paul Neil (foreground) was off and running (rowing?) on another year of clear cut wins in fixed seat single racing in his Kaulback Adirondack Guideboat. Builder Steve Kaulback was down from Charlotte, Vermont to watch, and said he's building Paul a new ultra-light racing model for the coming season. Does Paul really need more help?



Here's a sight not seen on the New England coast, a Seabright skiff from the New Jersey coast where surfboat racing is big. The open transom lets all the water the boat takes on racing off the beach out through heavy surf out in a hurry, the boat floats on flotation under a false bottom in the hull, sort of like a surfboard with sides.

The boys from St. Thomas More School in Connecticut, rowing the *John Gardner* won the Youth Coxed Fours nicely.



Daniel J. Murphy, a stretched Monument Beach wherry designed by Jon Aborn and raced by the Carter brothers, Don and Dustin, was right in the midst of that leading rush to the finish line, they must have been the fastest fixed seat double.



Ben Lathrop (left) and Russ Smith turned out in this sleek white fiberglass sliding seat double shell. The two wooden boat stalwarts fielded some inquiries about this apparent shift in loyalties, Russ explaining, "We wanted to row in something really fast!"



Two of the Rings Island Rowers finish in their Banks dory, painted in schoolbus yellow, built, we seem to recall, by a boatbuilding course many years ago at a regional technical high school on Massachusetts' Merrimac River, where now it gets regular use by the Rings Islanders.

Day's end, the lone last to finish rower approaches the fast emptying beach.



Womanpower!

The Cornish women's crew gets away from the beach in the traditional Lemans start (run down the beach, jump in, grab oars, back off beach, turn around and go!). Their tenacity and skill in staying close to the men's and mixed crews in *Blue Hill* and *Saquish* throughout the 3.5 mile race demonstrated what organizer McCabe later described as "far and away the best rowing technique ever seen at this event in 20 years!"



LAR: We are here at the Snow Row, we are right at the end of the race, we are standing here with Martin Langdon, whom I have interviewed before on these pages (May 1, 1999). Martin was here today coxing the womens' crew from Cornwall. Martin, what did you think of the race today?

ML: Yeah, it was good. They did really well. I mean we got beaten by a mens' crew and a mixed crew, and you can't argue with that, we've got six women. Obviously we are a good fit crew, but we haven't got the power here that the men have. But really pleased. We've come all this way and we've done ourselves credit. Done ourselves proud.

LAR: So you were beaten by the American crew, right?

ML: We were beaten by two American crews, but one has a full mens crew, and one was a mixed crew with three men, three women.

LAR: And the mixed crew was Team Saquish?

ML: Team Saquish, yeah. And I hear they only just lost.

LAR: How far ahead of you was Team Saquish at the finish?

ML: Oh, I would guess probably about one hundred yards at the end.

LAR: Really?

ML: Yeah, we lost a bit in the rough.

LAR: I think that is the first time an American crew has ever beaten any English crew in gig racing?

ML: Ah, that could well be true. It could well be right. Why not?

LAR: You came over here to win, right?

ML: We came over here to make a good race of it. We had no idea what the conditions were going to be, if it was just women crews, well, we had a good chance. If it was mixed crews, well maybe we will, maybe we won't. Yeah? it was good.

LAR: How were the conditions out there?

ML: Well we tried it about an hour before the race. And it was pretty flat calm. It was picked up a bit, it is not too bad, but our girls struggled a bit in the rough. But, what the hell, we rowed well, and you can't do any more than that.

LAR: Were your girls a team that had rowed together?

ML: They have rowed together, they rowed together in Holland last November. They are a pick up team, but they rowed together in Holland, they enjoyed that, did well, so they decided to come out here as a team.

LAR: How did they do when they were in Holland last November?

ML: They came second to the world champions, the Dutch women's crew.

LAR: The exact same team?

ML: Yeah.

LAR: Are all the girls from Cornwall?

ML: Yeah.

LAR: Any of them from Caradon Club, your club?

ML: No, no, just me from Caradon.

LAR: And you were coxing for them today?

ML: Yeah.

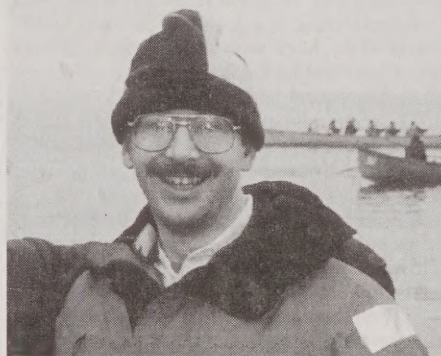
LAR: You know I've been talking to some other people about the importance of the coxswain. Do you believe the coxswain is the most important person in the boat?

ML: Well it's a crew of seven, you've got six rowers and a coxswain, there are no weak links, no good saying you can do without a

Interview Of Martin Langdon Coxswain For The Cornish Womens' Team at the Snow Row

By Lawrence A. Ruttman

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strong person here or there, all six got to be pulling, and the coxswain's got to be doing his bit. No good having a fast crew if the coxswain is going to steer off course.

LAR: But doesn't the coxswain really have to know his people psychologically? And the sea conditions, too?

ML: That's right, there is a lot to it, but then the rowers have got to accommodate whatever conditions can be thrown at them.

LAR: Can a bad coxswain sink a really good crew?

ML: Yes, but that shouldn't really happen. The crew has got to be happy with their coxswain. If they are not happy, they should chuck him out and get somebody else in who they are happy with. The same if they are not happy with one of the rowers. You've got to be tough sometimes, and say, "hey, you are not up to it, we've got to get somebody else in". If I'm not up to it, the girls will tell me.

LAR: Are you a believer that all rowers should take turns at the various rowing positions as well as at coxing?

ML: Definitely.

LAR: Martin, are you having a good time here?

ML: Yeah, brilliant. We've been really well treated. You know the team, Mike and Cath and the Saquish people are brilliant to us. They have been feeding us and taking us out. We've got a party tonight with a live band. Yeah!

LAR: When are you going back?

ML: We leave Monday night.

LAR: And how long will you have been here?

ML: Just the four days.

LAR: Well, that's great, that's wonderful! You get over here to the USA for four days, you have a good time, it's a nice little vacation. Martin thanks again for talking to us.

ML: No problem, OK. Cheers Larry.

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Miscellaneous Information

If you have never taken overnight trips on waterways, do not let this fact stop you. The whole process is not complicated and though you will probably make mistakes, so what? You will learn from them and still have a good time. The following advice assumes you do not have experience.

Direction Of Travel: Follow the direction and sequence described in the three river routes. In this way, you will take advantage of currents. If you go in the opposite direction, you may be hindered or even halted by these currents.

What Season To Go In: The Canal is open from early May to mid-November and anytime is great. I prefer the cool fall season from late September to early November. The Canal is less crowded, the bugs are gone, and the cool weather is very comfortable to row or paddle in. In late fall, you will experience gorgeous color. Proper clothing, as explained later, is essential. May or early June would be my next choice, again for the cooler weather. At this season, you will also have the longest days. Summer is fine but be prepared for bugs, heat, and thunderstorms.

Weather: I have been on the Canal in humid heat, snow and sleet storms, fog, gale force winds ahead and behind, as well as violent thunderstorms. Because the Canal is relatively protected, well-marked, and because I was garbed properly, none of these weather conditions stopped my progress. Often their challenge was exhilarating! Winds seem to blow either from behind or ahead.

I deal with strong headwinds and sizeable waves in the following way. I cease rowing in the normal fashion and alternate my oars in short strokes. As I make a stroke, I roll my boat so that it is canted down toward the stroke. In this way, the opposite, returning oar, is slanted upward so that it clears the waves. On the next stroke on the opposite side, I roll downward in the other direction. My strokes are not hurried but steady and deliberate, so that I do not tire. With strong winds and waves astern, I use my oars to keep the stern pointed in the direction of these forces.

Safety: Even though I am a strong swimmer, I always wear my life vest, even in the hottest weather. In colder weather, the life vest provides great warmth. I would not travel in a boat without flotation. And all my important items of baggage are tied in. Stay away from spillways and dams, usually, but not always, well-marked.

Navigation: The excellent, inexpensive Cruising Guide provided by the Canal Corporation, supplemented with the State-Wide Canal Map for overview, is all that you need.

Transiting Locks: Nothing could be simpler or safer. I enter the lockchamber, hold on to the forward ladder, and the lock gently and gradually lets me up or down to another level. In my opinion, it is a lot of fun to go through locks. In addition, their random locations seem to nicely punctuate the trip. And the locktenders are full of information.

Camping: Here is what I found. To avoid potential problems of legality, I am not going to give you advice but to simply tell you of my experience.

Canal parks are great places. Usually there are grassy areas and picnic tables. Sometimes toilets and water as well. Camping at these spots or at locks, enables you to visit at

Small Boating On New York's Erie Canal

A Practical Guide For Muscle-Powered Cruisers Conclusion

By Jack Hornung

night with the locktenders, a real pleasure. Locks without parks are problematical. Sometimes there are no good places to camp, and sometimes there is a lack of beaching facilities. Best to check with the lockmasters who can call several locks ahead for you to let you know if camping is possible.

Commercial and public parks or marinas that permit camping are another possibility. Often you can camp right in town on the edge of the Canal in a public park. I always checked with either the local lockmaster or the local police before setting up camp. Camping right in town is neat. You can walk the town for the sights and eat out.

Then there are informal campsites at boat launches, on islands, in fields or in woods where there is no one around. One of my most happy memories was a campsite in a grove of pines on the Hudson. After supper, I built a campfire on the shore and watched the full moon rise over the river while an owl hooted far off in the woods somewhere. If you are quiet, respectful, and clean up, I like to think and hope that most landowners would not mind. But if I was leading a large group, I would try to find a more formal site where I knew I had permission.

As long as I began my search for a campsite well before dark, I never had anxiety about finding one.

Clothing: The most important thing, especially in cold fall or spring weather, is the need to stay dry. Wetness, not cold by itself, underlies hypothermia or real discomfort. I wear knee-high rubber boots lined with two pairs of wool socks. My rain gear is not the modern, fancy, expensive unreliable stuff but old fashioned genuinely "slick" gear worn by fishermen or utility workers. For rain pants, I use a very large size to fit over regular pants and boots, with a bibbed top and suspenders (not elastic) to ventilate the lower body. My coat is large, roomy and with long enough sleeves to cover the wrists in motion. Avoid a coat with a hood because it isolates you from the feel of the wind and cuts off your peripheral vision. Instead, wear an earflapped large southwester on your head. This gear has kept me quite dry in both violent thunderstorms and all day windy rain. Wearing your life vest, the only other garment you might need under it in cold weather is a light sweater or light wool shirt. In camp, at night, or for sleeping, a warmer jacket and long underwear is desirable. On my hands in cold weather, I wear light cotton working gloves (and carry spares), or in wet weather, light poly gloves.

Shelter And Sleeping: If you use a tent, it needs to be very windproof, and much more roomy than the usual small backpacking tent. In cold weather and long nights of fall, you

need to be able to cook within shelter, and have a decent place to live in warmth and dryness.

My solution is what I call my "boatent". I made a sort of horse out of two 2"x2"s 6' long, a cross piece of plywood arched on the lower side, and four quarter inch carriage bolts with wingnuts and washers. I use this horse to hold up one end of my inverted boat or canoe with the other end on the ground and pointed in the expected wind direction.

Then I drape a big tarp over the boat, stake out the forward corners in splayed fashion, and tuck the extra tarp material under the boat for ground clothes. I supplement the big tarp with three small ones to seal the lower end, to drape the open front, if necessary and as a supplemental floor groundcloth. I thus have a streamlined, structurally reinforced, very strong and dry shelter which will take any weather without worry. I carry a lawn chair which I sit on in the higher front end, cook my meals or read there, and sleep in the more recessed lower portion. If I did not have a way to convert my cooking stove to a heater, I would carry a separate heater.

For sleeping, I use an air mattress and a down sleeping bag plenty warm enough for winter weather. By the way, after many years of experimentation, I strongly believe in down as the very best material for colder weather and would use nothing else. Long underwear, heavy socks, a wool shirt, and a wool stocking hat make my nights cozy and comfortable. I almost forgot to mention the warmth of my dog, Ursa, as long as she is not wet.

Packing: I use three medium sized waterproof canoe bags made by Cascade Designs of Seattle. One is for food, one for sleeping stuff, and one for clothes, reading material and personal stuff I have a small waterproof belt bag for camera, binoculars, and wallet while on the water. Other equipment, like stove and cooking gear does not need a waterproof bag. Speaking of waterproof bags, to keep my cruising atlas dry and intact, I use a large, strong, clear plastic chart envelope, available in marine supply stores, and carry a spare.

Water: Two collapsible plastic jugs holding two and a half gallons each fill my needs. I do refill at every opportunity to keep my tanks topped up.

Electronics: From what you have read so far, you may think me a reactionary, opposed to "progress". This is probably true but not completely. Although it is not absolutely essential, a hand-held VHF radio is extremely useful, first to make contact with the lockmasters well in advance of locking through; to obtain information from lockmasters about such matters as camping; to receive clear strong NOAA weather radio reports; and to hail monster power boats which may be threatening to swamp me. I also carry a cell phone which I can use for emergencies and which I turn on each night for fifteen minutes of specific, pre-arranged time in case my family or someone else needs to contact me.

Your Boat: Many people these days use kayaks with which I have not had experience. For me, they would not carry enough stuff. I prefer a canoe, if there are two of us, which provides truck-like carrying capacity. But I think that for solo trips, a canoe leaves much to be desired. It is not efficient to paddle, even with my large, two bladed kayak paddle. And trying to paddle a canoe alone against wind and waves is enough to make a grown man cry! Therefore, when I solo, I use my

Adirondack Guideboat, which though light, also has truck-like carrying capacity.

I could write a book on the virtues my Adirondack Guideboat, an authentic 14' fiberglass replica of an original built by Gardner Callanan, who owns Indian Point Guideboat Company of Industry, Pennsylvania. But I will refrain and simply tell you its characteristics, those that any good rowing boat should have for extensive trips.

The boat should be light; mine weighs 65lbs. It should be able to be rowed, loaded down, at an easy, all day pace and make good progress. It should be seaworthy to take waves and weather. And it should be able to carry cargo. Mine, at only 14', will carry 800lbs. Although I must face backwards, rowing is vastly more efficient and comfortable than paddling. Without effort, I do as well alone rowing my boat as companion canoes with two good paddlers. If I need to, I can easily pull ahead of them, or handle adverse headwinds and waves more easily than they can. When I am passing through interesting scenery or towns, I simply pick up my kayak paddle, turn the boat backward so I am then facing "forward", and paddle it quite easily and with fair speed, just like a kayak.

The boat you want to avoid is the typical "rowboat" with a squat, squarish stern which is designed for an outboard motor. Such a boat will ruin your trip.

I carry spare oars, paddle, patching material, duct tape and am really careful not to damage my boat on rocks, obstructions, or the locks. Incidentally, a small pair of inflatable, rubber fenders is necessary for the locks.

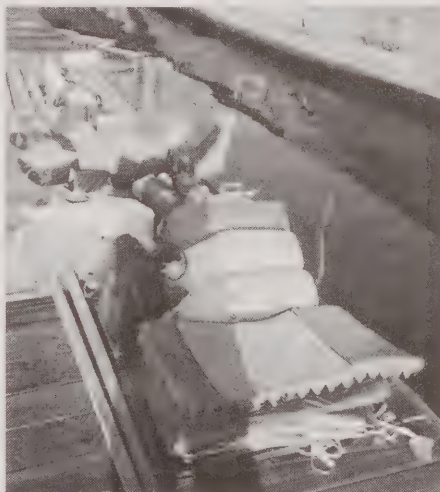
Obtaining Information: The New York State Canal Corporation publishes excellent general educational material on the Canal which you may obtain by calling (800) 422-6254. As you actually travel, more local information is available from the locktenders. In addition, for a modest fee, you can and should obtain the Canal Corporation's excellent, specially prepared Cruising Guide to the Canal.

I love the Canal so much that this October, I will make my fifth cross country trip from Seattle, and do the Champlain Canal again. I hope I see a reader or two along the way.



Dockside, will all this gear fit into that little boat?

Closeup of the gear, to travel in comfort requires some material support.



Shoreside breather on the C&S canal.

All packed, ready to go. Ursi asks, "What are we waiting for?"



Small Boat Travel Elsewhere On the Erie Canal

From central New York to the Niagara River, the Erie is a pleasant line canal, a sort of nice watery highway with lovely nineteenth century towns about every seven miles. My family and I traveled this stretch by houseboat, confirming my opinion that a larger cruising vessel is the best way to see the western Erie Canal.

What about small boat travel on the lakes? On Seneca and Cayuga Lakes as well as Lake Champlain, I would not discourage small boat travel for others but would not do it myself. Lakes can be uncomfortable or dangerous. They seem to me more out of

scale for a small muscle-powered boat than the Canal channel. Use of the shores is often restricted by uninterrupted private property. And compared to the constant change and interest of the Canal channels, big lakes to me seem boring when I am in a small boat.

Oneida Lake, which forms a sort of connecting aneurism for the main Canal at midstate is a very dangerous lake and to me not particularly scenic. For your safety, I recommend staying off this lake. If you have to travel it, I would do so along the sheltered shore, depending on the predicted wind direction. At its eastern end at Sylvan Beach, the

lake shallows and breaking waves are very dangerous in wind conditions. From either shore, I would not turn north or south toward the Canal entry, thereby exposing my beam to the waves, unless it was very calm.

Onondaga Lake, which leads to the Syracuse Terminal, is an extremely polluted lake and not very scenic. I have not visited the Syracuse Terminal in recent years so I cannot discuss it knowledgeably. However, it is quite remote from the downtown, the University or other points of interest. Syracuse is my home town and I wish I could be more positive. I will be happy to be shown where I am wrong.

My floating home was now upon the broad Mississippi, which text-book geographers still insist upon calling "the Father of Waters—the largest river in North America." Its current was about one-third faster than that of its tributary, the Ohio. Its banks were covered with heavy forests, and for miles along its course the great wilderness was broken only by the half-tilled lands of the cotton-planter.

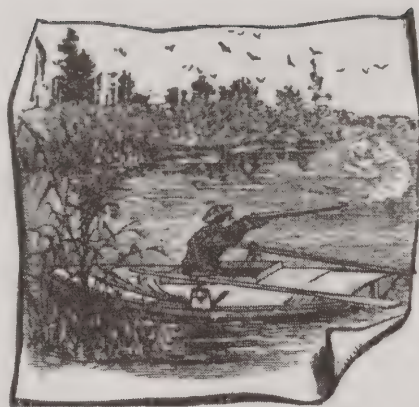
From Cairo southward the river is very tortuous, turning back upon itself as if imitating the convolutions of a crawling serpent, and following a channel of more than eleven hundred and fifty miles before its waters unite with those of the Gulf of Mexico. This country between the mouth of the Ohio and the Gulf of Mexico is truly the delta of the Mississippi, for the river north of Cairo cuts through tablelands, and is confined to its old bed; but below the mouth of the Ohio the great river persistently seeks for new channels, and, as we approach New Orleans, we discover branches which carry off a considerable portion of its water to the Gulf coast in southwestern Louisiana.

It is always with some degree of hesitation that I introduce geographical details into my books, as I well know that a taste for the study of physical geography has not been developed among my countrymen. Where among all our colleges is there a well-supported chair of physical geography occupied by an American? We sometimes hear of a "Professor of Geology and Physical Geography," but the last is only a sort of appendage—a tail—to the former.

When a student of American geography begins the study in earnest, he discovers that our geographies are insufficient, are filled with errors, and that our maps possess a greater number of inaccuracies than truths. When he goes into the field to study the physical geography of his native land, he is forced to go through the disagreeable process of unlearning all he has been taught from the poor text-books of stay-at-home travellers and closet students, whose compilations have burdened his mind with errors.

In despair he turns to the topographical charts and maps of the "United States Coast and Geodetic Survey," and of the "Engineer Corps of the United States Army," and in the truthful and interesting results of the practical labors of trained observers he takes courage as he enters anew his field of study. The cartographer of the shop economically constructs his unreliable maps to supply a cheap demand; and strange to say, though the results of the government surveys are freely at his disposal, he rarely makes use of them. It costs too much to alter the old map-plates, and but few persons will feel sufficiently interested to criticise the faults of his latest edition.

"How do you get the interior details?" I once asked the agent of one of the largest map establishments in the United States. "Oh," he answered, "when we cannot get township details from local surveys, we sling them in anyhow." An error once taught from our geographies and maps will remain an error for a generation, and our text-book geographers will continue to repeat it, for they do not travel over the countries they describe, and rarely adopt the results of scientific investigation. The most unpopular study in the schools of the United States is that of the geography of our country. It does not amount merely to a feeling of indifference, but in some colleges to a positive



Four Months In a Sneak-Box

By Nathaniel H. Bishop, 1879
(1837-1902)

Chapter 6

Leave Cairo, Illinois — The Longest
River in the World — Book Geography and
Boat Geography — Chickasaw Bluff —
Meeting with the Parakeets —
Fort Donaldson —
Earthquakes and Lakes —
Weird Beauty of Reelfoot Lake —

prejudice. The chief mountain-climbing club of America, counting among its members some of the best minds of our day, was confronted by this very prejudice. "If you introduce the study of physical geography in connection with the explorations of mountains, I will not join your association," said a gentleman living almost within the shadow of the buildings of our oldest university.

A committee of Chinese who called upon the school authorities of a Pacific-coast city, several years since, respectfully petitioned that "you will not waste the time of our children in teaching them geography. You say the world is ROUND; some of us say it is FLAT. What difference does it make to our business if it be round or flat? The study of geography will not help us to make money. It may do for Melican man, but it is not good for Chinese."

I once knew a chairman of the school trustees in a town in New Jersey to remove his daughters from the public school simply because the teacher insisted that it was his duty to instruct his pupils in the study of geography. "My boys may go to sea some day, and then geography may be of service to them," said this chairman to the teacher, "but if my daughters study it they will waste their time. Of what use can geography be to girls who will never command a vessel?"

While conscious that I may inflict an uninteresting chapter upon my reader who may have accompanied me with a commendable degree of patience so far upon my lonely voyage, I nevertheless feel it a duty to place on record a few facts that are well known to scientific men, if not to the writers of popular

geographies, regarding the existence within the boundaries of our own country of the longest river in the world. It is time that the recognition of this fact should be established in every school in the United States. As this is a very important subject, let us examine it in detail.

THE MISSOURI IS THE LONGEST RIVER IN THE WORLD, AND THE MISSISSIPPI IS ONLY A BRANCH OF IT. The Mississippi River joins its current with that of the Missouri about two hundred miles above the mouth of the Ohio; consequently, as we are now to allow the largest stream (the Missouri) to bear its name from its source all the way to the Gulf of Mexico, it follows that the Ohio flows into the Missouri and not into the Mississippi River. The Missouri, and NOT the Mississippi, is the main stream of what has been called the Mississippi Basin.

The Missouri, when taken from its fountain-heads of the Gallatin, Madison, and Red Rock lakes, or, if we take the Jefferson Fork as the principal tributary, has a length, from its source to its union with the Mississippi, of above three thousand miles. The United States Topographical Engineers have credited it with a length of two thousand nine hundred and eight miles, when divested of some of these tributary extensions. The same good authority gives the Mississippi a length of thirteen hundred and thirty miles from its source to its junction with the Missouri.

At this junction of the two rivers the Missouri has a mean discharge of one hundred and twenty thousand cubic feet of water per second, or one-seventh greater than that of the Mississippi, which has a mean discharge of one hundred and five thousand cubic feet per second. The Missouri drains five hundred and eighteen thousand square miles of territory, while the Mississippi drains only one hundred and sixty-nine thousand square miles. While the latter river has by far the greatest rainfall, the Missouri discharges the largest amount of water, and at the point of union of the two streams is from fifteen to seventeen hundred miles the longer of the two.

Therefore, according to natural laws, the Missouri is the main stream, and the smaller and shorter Mississippi is only a branch of it. From the junction of the two rivers the current, increased by numerous tributaries, follows a crooked channel some thirteen hundred and fifty-five miles to the Gulf of Mexico. The Missouri, therefore, has a total length of four thousand three hundred and sixty-three miles, without counting some of its highest sources.

The learned Professor A. Guyot, in a treatise on physical geography, written for "A. J. Johnson's New Illustrated Family Atlas of the World," informs us that the Amazon River, the great drainer of the eastern Andes, is three thousand five hundred and fifty miles long, and is the LONGEST RIVER IN THE WORLD.

According to the figures used by me in reference to the Missouri and Mississippi, and which are the results of actual observations made by competent engineers, the reader will find, notwithstanding the statements made by our best geographers in regard to the length of the Amazon, that there is one river within the confines of our country which is eight hundred and thirteen miles longer than the Amazon, and is the longest though not the widest river in the world. The rivers of what is now called the Mississippi Basin drain one million two hundred and forty-four thousand square

miles of territory, while the broader Amazon, with its many tributaries, drains the much larger area of two million two hundred and seventy-five thousand square miles.

A century after the Spaniard, De Soto, had discovered the lower Mississippi, and had been interred in its bed, a French interpreter, of "Three Rivers," on the northern bank of the St. Lawrence River, named Jean Nicolle, explored one of the northern tributaries of the Mississippi. This was about the year 1639.

It was reserved for La Salle to make the first thorough exploration of the Mississippi. A few months after he had returned, alone, from his examination of the Ohio as far as the falls at Louisville, in 1669-70, this undaunted man followed the Great Lakes of the north to the western shore of Lake Michigan, and making a portage to a river, "evidently the Illinois," traversed it to its intersection with another river, "flowing from the north-west to the south-east," which river must have been the Mississippi, and which it is affirmed La Salle descended to the thirty-sixth degree of latitude, when he became convinced that this unexplored stream discharged itself, not into the Gulf of California, but into the Gulf of Mexico. So La Salle was the discoverer of the Illinois as well as of the Ohio; and during his subsequent visits to the Mississippi gave that river a thorough exploration.

My entrance to the Mississippi River was marked by the advent of severe squalls of wind and rain, which drove me about noon to the shelter of Island No. 1, where I dined, and where in half an hour the sun came out in all its glory. Many peculiar features of the Mississippi attracted my notice. Sand bars appeared above the water, and large flocks of ducks and geese rested upon them. Later, the high Chickasaw Bluff, the first and highest of a series which rise at intervals, like islands out of the low bottoms as far south as Natchez, came into view on the left side of the river. The mound-builders of past ages used these natural fortresses to hold at bay the fierce tribes of the north, and long afterward this Chickasaw Bluff played a conspicuous part in the civil war between the states. Columbus, a small village, and the terminus of a railroad, is at the foot of the heights.

A little lower down, and opposite Chalk Bluff, was a heavily wooded island, a part of the territory of the state of Illinois, and known as Wolf Island, or Island No. 5. At five o'clock in the afternoon I ran into a little thoroughfare on the eastern side of this island, and moored the duck-boat under its muddy banks. The wind increased to a gale before morning, and kept me through the entire day, and until the following morning, an unwilling captive. Reading and cooking helped to while away the heavy hours, but having burned up all the dry wood I could find, I was forced to seek other quarters, which were found in a romantic stream that flowed out of a swamp and joined the Mississippi just one mile above Hickman, on the Kentucky side.

Having passed a comfortable night, and making an early start without breakfast, I rowed rapidly over a smooth current to the stream called Bayou du Chien Creek, in which I made a very attractive camp among the giant sycamores, sweet-gums, and cottonwoods. The warm sunshine penetrated into this sheltered spot, while the wind had fallen to a gentle zephyr, and came in refreshing puffs through the lofty trees. Here birds were num-

merous, and briskly hopped about my fire while I made an omelet and boiled some wheaten grits.

In this retired haunt of the birds I remained through the whole of that sunny Sunday, cooking my three meals, and reading my Bible, as became a civilized man. While enjoying this immunity from the disturbing elements of the great public thoroughfare, the river, curious cries were borne upon the wind above the tall tree-tops like the chattering calls of parrots, to which my ear had become accustomed in the tropical forests of Cuba.

As the noise grew louder with the approach of a feathered flock of visitors, and the screams of the birds became more discordant, I peered through the branches of the forest to catch a glimpse of what I had searched for through many hundred miles of wilderness since my boyhood, but what had so far eluded my eager eyes. I felt certain these strange cries must come from the Carolina Parrot, or Parakeet (*Conurus Carolinensis*), which, though once numerous in all the country west of the Alleghenies as far north as the southern shores of the Great Lakes, has so rapidly diminished in number since 1825, that we find it only as an occasional inhabitant of the middle states south of the Ohio River. In fact, this species is now chiefly confined to Florida, western Louisiana, Texas, Arkansas, and the Indian Territory. That careful and reliable ornithologist, Dr. Elliot Coues, seems to doubt whether it is now entitled to a place in the avi-fauna of South Carolina, where it was once found in large flocks.

The birds soon reached the locality of my camp, and circling through the clear, warm atmosphere above the tree-tops, they gradually settled lower and lower, suspiciously scanning my fire, screaming as though their little throats would burst, while the sunlight seemed to fill the air with the reflections of the green, gold, and carmine of their brilliant plumage. They dropped into the foliage of the grove, and for a moment were as quiet as though life had departed from them, while I kept close to my hiding-place behind an immense fallen tree, from beneath which I could watch my feathery guests.

The bodies of the adult birds were emerald green, with bright blue reflections. The heads were yellow, excepting the forehead and cheeks, which were scarlet. The large, thick, and hooked bill was white, as well as the bare orbital space around the eye. The feet were a light flesh-color. The length from tip of bill to end of tail was about fourteen inches. The young birds could be easily distinguished from the adults by their short tails and the uniform coat of green, while in some cases the frontlet of scarlet was just beginning to show itself. The adult males were longer than the females.

The Carolina Parrot does not put on its bright-yellow hues until the second season, and its most brilliant tints do not come to perfection until the bird is fully two years old. They feed upon the seeds of the cockle-burrs, which grow in abandoned fields of the planter, as well as upon fruits of all kinds, much of which they waste in their uneconomical method of eating. The low alluvial bottomlands of the river, where pecan and beech nuts abound, are their favorite hunting-grounds.

It is singular that Alexander Wilson, and, in fact, all the naturalists, except Audubon, who have written about this interesting bird, have failed to examine its nest and eggs. By

the unsatisfactory manner in which Audubon refers to the nidification of this parakeet, one is led to believe that even he did not become personally acquainted with its breeding habits.

The offer by Mr. Maynard of one dollar for every parrot's egg delivered to him, induced a Florida cracker to cut a path into a dense cypress swamp at Dunn's Lake, about the middle of the month of June. The hunter was occupied three days in the enterprise, and returned much disgusted with the job. He had found the nests of the parakeets in the hollow cypress-trees of the swamp, but he was too late to secure the eggs, as they were hatched, and the nests filled with young birds. The number of young in each nest seemed to leave no doubt of the fact of several adults nesting in one hole. Probably the eggs are laid about the last of May.

These birds are extremely gregarious, and have been seen at sunset to cluster upon the trunk of a gigantic cypress like a swarm of bees. One after another slowly crawls through a hole into the cavity until it is filled up, while those who are not so fortunate as to obtain entrance, or reserved seats, cling to the outside of the trunk with their claws, and keep their position through the night chiefly by hooking the tip of the upper mandible of the beak into the bark of the tree. The backwoodsmen confidently assert that they have found as many as twenty eggs of a greenish white in a single hollow of a cypress-tree; and as it is generally supposed, judging from the known habits of other species of this genus, that the Carolina Parrot lays only two eggs, but few naturalists doubt that these birds nest in companies.

It is a very difficult task to find the nests of parrots in the West Indies, some of them building in the hollowed top of the dead trunk of a royal palm which has been denuded of its branches; and there, upon the unprotected summit of a single column eighty feet in height, without any shelter from tropical storms, the Cuban Parrot rears its young.

The Carolina Parrot is the only one of this species which may truly be said to be a permanent resident of our country. The Mexican species are sometimes met with along the southwestern boundaries of the United States, but they emigrate only a few miles northward of their own regions. The salt-licks in the great button-wood bottoms along the Mississippi were once the favorite resorts of these birds, and they delighted to drink the saline water. It is to be regretted that so interesting a bird should have been so ruthlessly slaughtered where they were once so numerous.

Only the young birds are fit to eat, but we read in the accounts of our pioneer naturalists that from eight to twenty birds were often killed by the single discharge of a gun, and that as the survivors would again and again return to the lurking-place of their destroyer, attracted by the distressing cries of their wounded comrades, the unfeeling sportsman would continue his work of destruction until more than half of a large flock would be exterminated. This interesting parakeet may, during the next century, pass out of existence, and be known to our descendants as the Great Auk (*Alca impennis*) is now known to us, as a very rare specimen in the museums of natural history.

On Monday, January 3, I rowed out of the Bayou du Chien, and soon reached the

town of Hickman, Kentucky, where I invested in a basketful of mince-pies, that deleterious compound so dear to every American heart. A large flatboat, built upon the most primitive principles, and without cabin of any kind, was leaving the landing, evidently bound on a fishing-cruise, for her hold was filled with long nets and barrels of provisions. A large roll of canvas, to be used as a protection against rain, was stowed in one end of the odd craft, while at the other end was a large and very rusty cooking-stove, with a joint of pipe rising above it.

The crew of fishermen labored at a pair of long sweeps until the flat reached the strong current, when they took in their oars, and, clustering about the stove, filled their pipes, and were soon reclining at their ease on the pile of nets, apparently as well satisfied with their tub as Diogenes was with his. As I rowed past them, they roused themselves into some semblance of interest, and gazed upon the little white boat, so like a pumpkin-seed in shape, which soon passed from their view as it disappeared down the wide Mississippi.

There was something in the appearance of that rough flatboat that made me wish I had hailed her quiet crew; for, strange to say, they did not send after me a shower of slang phrases and uncouth criticisms, the usual prelude to conversation among flatboat-men when they desire to cultivate the acquaintance of a fellow-voyager. In fact, it was rather startling not to have the usual greeting, and I wondered why

I heard no friendly expressions, such as, "Here, you river thief, haul alongside and report yourself! What did you come from? Come and take a pull at the bottle! It's prime stuff, I tell ye; will kill a man at forty paces," &c. The rusty stove was as strong an attraction as the quiet crew, as I thought how convenient it would be to run alongside of the old boat and utilize it for my culinary purposes. The unwonted silence, however, proved conclusively that some refined instinct, unknown to the usual crews of such boats, governed these voyagers, and I feared to intrude upon so dignified a party.

Descending a long straight reach, after making a run of twenty-three miles, I crossed the limits of Kentucky, and, entering Tennessee, saw on its shore, in a deep bend of the river, the site of a fortification, while opposite to it lay the low Island No. 10. Both of these places were full of interest, being the scenes of conflict in our civil war. The little white sneak-box glided down another long bend, over the wrecks of seven steamboats, and passed New Madrid, on the Missouri shore. The mouth of Reelfoot Bayou then opened before me, a creek which conducts the waters from the weird recesses of one of the most interesting lakes in America,—a lake which was the immediate result of a disastrous series of disturbances generally referred to as the New Madrid earthquakes, and which took place in 1811-13. Much of the country in the vicinity of New Madrid and Fort Donaldson was involved in these serious shocks. Swamps were upheaved and converted into dry uplands, while cultivated uplands were depressed below the average water level, and became swamps or ponds of water. The inhabitants, deprived of their little farms, were reduced to such a stage of suffering as to call for aid from government, and new lands were granted them in place of their fields which had sunk out of sight. Hundreds of square miles of territory were lost during the two years of terrestrial convulsions.

The most interesting effect of the subsidence of the land was the creation of Reelfoot Lake, the fluvial entrance to which is from the tortuous Mississippi some forty-five miles below Hickman, Kentucky. The northern portion of the lake is west of and a short distance from Fort Donaldson, about twenty miles from Hickman, by the river route. As Reelfoot Lake possesses the peculiar flora and characteristics of a multitude of other swamp-lakes throughout the wilderness of the lower Mississippi valley, I cannot better describe them all than by giving to the reader a description of that lake, written by an intelligent observer who visited the locality in 1874.

"Nothing," he says, "could well exceed the singularity of the view that meets the eye as one comes out of the shadows of the forest on to the border of this sheet of water. From the marshy shore spreads out the vast extent of the seemingly level carpet of vegetation,—a mat of plants, studded over with a host of beautiful flowers; through this green prairie runs a maze of water-ways, some just wide enough for a pirogue, some widening into pools of darkened water. All over this expanse rise the trunks of gigantic cypresses, shorn of all their limbs, and left like great obelisks, scattered so thickly that the distance is lost in the forest of spires. Some are whitened and some blackened by decay and fire; many rise to a hundred feet or more above the lake. The branches are all gone, save in a few more gi-


gantic forms, whose fantastic remnants of the old forest arches add to the illusion of monumental ruin which forces itself on the mind. The singularity of the general effect is quite matched by the wonder of the detail.

"Taking the solitary dug-out canoe, or pirogue, as it is called in the vernacular, we paddled out into the tangle of water-paths. The green carpet, studded with yellow and white, that we saw from the shores, resolved itself into a marvellously beautiful and varied vegetation. From the tangle of curious forms the eye selects two noble flowers: our familiar northern water-lily, grown to a royal form, its flowers ten inches broad, and its floating pads near a foot across; and another grander flower, the Wampapin lily, the queen of American flowers. It is worth a long journey to see this shy denizen of our swamps in its full beauty. From the midst of its great floating leaves, which are two feet or more in diameter, rise two large leaves borne upon stout foot-stalks that bring them a yard above the water; from between these elevated leaves rises to a still greater height the stem of the flower. The corolla itself is a gold-colored cup a foot in diameter, lily-like in a general way, but with a large pestle-shaped ovary rising in the centre of the flower, in which are planted a number of large seeds, the 'pins' of Wampapin. These huge golden cups are poised on their stems, and wave in the breeze above great wheel-like leaves, while the innumerable white lilies fill in the spaces between, and enrich the air with their perfume.

"Slowly we crept through the tangled paths until we were beyond the sight of shore, in the perfect silence of this vast ruined temple, on every side the endless obelisks of the decaying cypress, and as far as the eye could see were ranged the numberless nodding bells of the yellow lilies, and the still-eyed white stars below them. While we waited in the coming evening, the silence was so deep, the whir of a bald eagle's wings, as he swept through the air, was audible from afar. The lonely creature sat on the peak of one of the wooden towers over our boat, and looked curiously down upon us. The waters seemed full of fish, and, indeed, the lake has much celebrity as a place for such game. We could see them creeping through the mazes of the water-forest, in a slow, blind way, not a bit like the dance of the northern creatures of the active waters of our mountain streams.

"There is something of forgetfulness in such a scene, a sense of a world far away, with no path back to it. One might fall to eating our Wampapin lily, as did the Chickasaws of old, and find in it the all-forgetting lotus, for it is, indeed, the brother of the lotus of the Nile. We do not know how far these forgotten savages found the mystic influence of the Nilotic lotus in these queenly flowers of the swamps, but tradition says that they ate not only the seeds, but the bulbous roots, which the natives aver are quite edible. So we, too, can claim a lotus-eating race, and are even able to try the soul-subduing powers of the plant at our will.


"There is something in the weight of life and death in these swamps that subdues the mind, and makes the steps we take fall as in a dream. It was not easy to fix a basis for memory with the pencil, and recollection shapes a vast sensation of strangeness, a feeling as if one had trod for a moment beyond the brink of time, rather than any distinct images."



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The latch on the screen door of our house was salvaged from the wreck of *The Daily Bread*. It is a solid brass miniature of a real lockset with a miniature key and tiny knobs. I have never seen anything like it in my life. It was made to be mortised into the stile of the door and I did that on our screen door but on *The Daily Bread* it was just screwed onto the plywood like a rim-lock. My four year old granddaughter likes it a lot and has become fascinated by its story, so here it is, all we know at this time anyway.

The Daily Bread was a small shrimpboat from the east coast of Florida. The type originated to work the lagoons inside all those islands over there. They are cheap-built, plywood, shallow draft, single rigged shrimpboats that make a scratch-by living trawling for shrimp, usually bait, in the shallow water. *The Daily Bread* type hulls must have all been built by one outfit because they are more or less alike, shallow deadrise, low sided, chine built, narrow boats about thirty five feet long, sort of good looking for something shot together out of plywood with staples and doo-get-around.

The distinguishing feature of all of them is a round stern built of plywood bent at just about the radius that half inch plywood can stand for a little while. They have a wheelhouse way up forward and are set up with various kinds of inboard engines right behind the wheelhouse with a long shaft to leave room in the stern to work the net and cull the haul. I imagine that they were sold sort of semi-finished to be fitted out by the people who used them because there seems to be quite a variation in the "finishing touches". The floorboards of this one were fiberglassed in place to keep the shrimp and trash out of the bilge and there was no access under there except for a little hatch over the stuffing box and a hand hole to grease the pillow block. A disposable rig if there ever was one.

Apparently there were a bunch of these boats that were run by some sanctified people because I have seen them all over the place with names like *God's Mercy*, *The Daily Bread*, *Lord's Blessin'*, *Shall Return*, names like that. The religious folks must have used these sacrificial lambs until it was about time for them to return to their Maker and then sold them cheap because their rotten chined, de-laminated carcasses are scattered all over the intracoastal waterway from Savannah to the Keys. The one our door latch came off of made it all the way across the peninsula and the Gulf of Mexico before it was finally called home.

One dark and stormy night in early November, *The Daily Bread* was wrecked on the sea side of Dog Island off the panhandle of Florida. It didn't take long for the ravages of nature and man to clean up the spot where it happened. We know what we know because of diligent research by my granddaughter Rosalie. As I said, she has become attached to the story and for a long time all she wanted to do was to walk up and down the beach looking for any kind of little piece of wood or plastic that she could imagine had been part of the wreck.

Once she came home with a little plastic icebox latch and explained to us that this was part of the icebox of *The Daily Bread*. Then she told us the story of how that part of *The Daily Bread* came to be just a piece of trash on the beach. I tried to tease her and tell her

The Wreck Of *The Daily Bread*

By Robb White

that the thing she had found was actually part of the breadbox. "No," she snapped, "it was the icebox and it is too wet to keep bread in there with the hotdogs. I'm going back to see if I can find the breadbox right now."

Before she could get away though, the meter reader (a permanent resident on the island) dropped by for a glass of ice tea and she knew he had been on the island the night when *The Daily Bread* went on the beach so she decided to stay and see if she could find out any more about the wreck. "Well," he said, "the young feller in the boat the spent the night in Lawrence's bunkhouse. Lawrence wouldn't even give him a sheet or a blanket and it was cold too after the front came through. All he had was a towel that Jan let him have. If he hadn't a had that, he would have froze to death. Next morning, they carried him to the mainland and he called his Momma to come and get him. "What did he look like?" my granddaughter wanted to know.

"Well, he was a nice looking young boy to be so red headed and freckle faced. Wasn't no real sanctified person neither. I had a beer or two with him over to the Shangrila while he was waiting on his Momma. Come from over there around New Smyrna Beach or someplace like that. She had a seashell shop over there, you know, sold them little sea shells to the Yankees and all. She's the one bought the boat for the boy. He had heard that you could make a little money shrimping over here in the fall and spring. He had been working for the Jesus people over there and knew that there wasn't no money to be made there so he borrowed some money from his Momma and bought this old boat.

I remember the name of it, it was called *The Daily Bread*. All them boats had names like that: *The Daily Bread*, *David's Stone*, *Lord's Blessin'*, *Ten Commandments*, *Arc Of The Covenant*, *God's Mercy*, names like that. You don't see many of them over around here because they are built too shitty... whup, 'scuse me. They wasn't seaworthy enough to cross the Gulf unless it was real calm. You know, them kind ain't no actual sea boat when they new, work them little holes of water between the bridges over on that side. This old Gulf can get sort of rough.

Remember that time me and Bingey brung that big aluminum sport-fisherman over from Ft. Meyers for Dr. Patronis when that front come through? Shit, we pitched and rolled around knocking on the same spot for two solid days. We would have tried to head in behind Atsena Otie to wait it out but the seas had pounded all the sense out of the loran and the compass was pointing at the engine all the time and we were scared to go in there amongst them rocks with all those squalls of rain. Had to change fuel filters three times from all the mud got stirred up out of the bottom of the tanks. Couldn't fix nothing to eat but Vienna sausages and crackers and Bingey couldn't even eat those.

This Daily Bread boy was lucky to wind up standing on both feet on this beach after he

missed the pass and homed in on Lawrence's security light. Had a been a month later and a real front passed, he would'a been swimming around out in the middle ground with a bunch of little pieces of plywood. I don't know what the hell he thought he was up to with that mess. Sho couldn't'a amortized his investment working this bay here. We ain't got no real shrimp no mo either and he sho wouldn't have been able to go outside and drag for scallops like all these other desperados.

Them shallow-water boats from over there had them old gas engines into them too. Hell... whoo, gracious, there I go again... ain't used to talking to children. Anyway, it would take six hundred bucks worth of gas to bring one from over there to here even if they cut through the WPA ditch from Stuart to Ft. Meyers. That old boat had a big assed Cadillac car engine into it, run the wheel off the automatic transmission too. Probably slipped about one revolution out of five from the torque converter pulling in low gear like it had to do.

Lawrence pulled it out with his backhoe after the boat wrecked. It was kinda sandy but it hadn't never actually been submerged, run good, sold it over to Panacea, got four hundred bucks for it, engine and transmission. He got the wheel and the shaft too. Had to dig up the deck with the bucket to get that.

I got the winch and the cable, old wo-out hand winch, but it had about three hundred feet of new three eighths, seven by nineteen stainless wire on it. I give it to Wayne to put on his piling rig. That wreck had the cutest little door latch on the wheelhouse. I was gonna get it but it had them damn square hole screws holding it on the plywood. I tried to prize it off with my pocket knife and couldn't do it and by the time I got back with my little thing, somebody else had done already took it off. It was cute too. I wanted it bad enough to walk all that way back just to try to get it. Can I get another glass of this tea please Jane, put a little more sugar into it too, please'm."

After he was gone Rosalie said, "I sure am glad he didn't notice that the door latch of *The Daily Bread* was on our door aren't you? Let's not invite him back anymore. Did you notice how big and sandy his feet were? Where is New Smyrna Beach?"

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Jet Skis

Early jet skis were the kind with no seat. They had handlebars and only a flat surface to stand on. I rented one of these models from a place on the west side of City Island. Lynn was with me, but I couldn't persuade her to join me in the less than pristine water.

The first trick one has to perform with these machines is the transition from floating in the water behind it to getting up on plane and then standing on the platform. Running slowly away from the dock is not too difficult. If you twist the throttle open though, the blast of the water jet hits you in the belly and lower parts. The idea is to pull yourself up onto the deck while accelerating and steering at the same time. Eventually I was able to get up on the deck, on my knees. I circled the area a few times. Next on the agenda is to rise from kneeling to standing while still steering and bouncing over the waves on plane. I tried a few times, but wimped out and fell back into the water each time. I was not enjoying all this exercise so I returned to the dock feeling old and stiff.

Some years later, thanks to our friends, the Gaals, I had an opportunity to ride a newer model. It had a seat that was like sitting on a motorcycle. This arrangement eliminates the need for gymnastics and I zipped around Upper Greenwood like a wacko teenager.

If jet skis had been available when I was 15, I'm sure I would have been a wacko yahoo, too.

Losen Slote Creek

I belong to a club that flies radio-controlled model airplanes. We fly from a spot in the New Jersey meadowlands. Adjacent to the grass runway is a creek that winds through the meadows in oxbow curves. Occasionally a model makes a "nonscheduled" landing and has to be retrieved. We've sailed the length of Losen Slote creek on these missions. The water is shallow and a tidal gate blocks access to the Hackensack River. The gate is like a big check valve that prevents high tides in the river from flooding the creek and surrounding meadows. The abundant plant, flower, and bird life are special; the far horizon is the New York skyline. Some model pilots are afraid that the water in the creek will dissolve their skin, but I've enjoyed paddling on the home of carp, killies, and muskrats.

Rowboating with Mike and Mary

Lynn and I took our friends out for a day at the Jersey Shore. We rented a large wooden rowboat from Jim's in Manasquan. A neighbor had given me a cranky old outboard motor. It was a Sears model of maybe 2 hp. We clamped it on the boat and set out to explore the Manasquan River and Gull Island. We spent a pleasant hour or two on the island beach of my youth. When we got in the boat to leave, the tide had come in and the river was a maelstrom churned by the wakes of dozens of powerboats. Many of the skippers were using the Budweiser navigation method. Conditions were sloppy. The biggest challenge was crossing the continuous two-way traffic in the main channel. Mary put a seat cushion on her back and her arms through the straps. I advised her that it was fine to hold onto but to put it in front of her. Mike was not smiling either.

Like the "little tugboat that could," we stuck our nose into the traffic of big boats and



Adventures of a New Jersey Boat Nut

Part 15 Boating from Behind the Statue of Liberty

By Steve Turi © 1998

I must down to the seas again, for
the call of the running tide
Is a wild call and a clear call that may
Not be denied.
John Masefield

worked our way across their paths. Mike is fearless at the controls of an airplane but admits to being a little allergic to water. The same holds true for Mary, I learned. We returned safe and sound, but they haven't joined us for any boating since then.

Jim's Boats is the same place UJ bought the outboards for his rental boats in 1958. I recently rented a boat there and took my nephew Tommy for a row.

Water Skiing

John and Karen Padula had a 20' Wellcraft. It was red and powered by an in-board/outboard Chevy 6. Its relatively flat bottom made for good speed. We borrowed water skis and went out on the Manasquan River. Treasure Island is near the mouth of the Point Pleasant canal and is said to have inspired Robert Louis Stevenson. It inspired us to try the skis. One by one the athletes put on the life ring, reviewed the hand signals, and went into the water. No one was able to get up on the skis. I watched their attempts and made my plan.

When it was my turn I gave the wave, John opened the throttle, and the green water rushed around me. Suddenly I was up. I was accelerating. I hadn't planned this far ahead, didn't know what to do and clumsily let go the towrope handle and sank.

That night we went for a ride several

miles out on the ocean. The wind was from the west so going out the ride was deceptively easy. When we turned around to head back we faced a nasty sea. At the same time John and Karen were having a serious disagreement. John angrily plowed headlong into the steep waves. The boat was pounding hard and sending clouds of spray over our heads. I thought of the WW II movies of English destroyers careening through the North Sea at flank speed. It felt like a long time before we spotted the inlet's red and green lights.

Penobscot Bay

On our way home from Nova Scotia in 1987, we visited Dick and Nancy Sheldon. They had both retired from the Ford Foundation and lived in Warren, Maine. They were wonderfully gracious hosts and asked us if we liked to sail. We paused for 20 milliseconds and said, "of course, we love to!" Nancy and Lynn packed a picnic lunch and we set off early next morning.

Astare was a 27' Tartan. Dick moored here at the Camden Yacht Club. He and I dinghied out and brought the boat to the dock to load the girls and supplies. The sun was bright and the air crystal clear. We motored out past Camden Lighthouse, set sail, and Dick gave me the helm. He laid out a southeast course and we were soon entering the Fox Islands Thorofare. Vinalhaven passed on our right and Northhaven to our left. Kent Cove was our lunch spot and several seals popped their heads up to watch us anchor. Nancy and Lynn served a lunch worthy of any fancy restaurant, and while we ate we took in the scene of a steep, rocky shore topped with a pine forest. There were a few small houses and cabins scattered in the woods.

After lunch we continued counterclockwise around Northhaven and headed west back to Camden. The mountains that rise from the harbor make Camden easy to steer to from a distance. When we got settled ashore, Dick and Nancy asked us what our immediate plans were and if we had more vacation days. We had no real plans and days to spare, so it was agreed that we would go on a longer cruise.

That was the start of a series of voyages with Dick and Nancy. I shall try to relate some of the highlights. One of Dick and Nancy's favorite anchorages was the Northeast Harbor on the south end of the Bar Harbor peninsula. It offers lots of stores and best of all, hot showers for boaters. Another feature is Asticou Gardens, a part of Acadia National Park. We tied the dinghy at the little pier on the east side of the anchorage and hiked up the mountain that rises steeply from the water. The gardens are terrific and there are gazebos that overlook the harbor and sweeping views of the ocean. The deep blue is speckled with boats and islands.

We had two memorable experiences entering and leaving Northeast Harbor. We were entering on a run before a southerly gusty breeze. I had the tiller and Dick warned me to avoid a jibe. He seemed overly concerned. Where the channel markers diverged from our jibeless course, I thought it was better to follow them and risk sailing closer to the jibe. I followed the buoys. A gust blew the shape out of the sail, lifting it and the boom across the cockpit; however, they only went halfway across. The arc of the boom intersected the backstay and was firm stuck there. The wind heeled us sharply and I was in a momentary

state of shock. While I was still trying to figure out what had happened, Dick calmly told me the correct direction to steer to bring us safely up into the wind. Once things settled down, Dick and I discussed the value of rigging a preventer, a line from the boom down to the base of the mast.

Outbound from another visit, Lynn saved the day. I was snacking down below while Nancy prepared lunch. It was a big foggy and Dick was steering a compass course toward a buoy. The wind and waves were passing us from astern. I heard Lynn ask, "what's that in front of us? Are those waves breaking?" Dick steered left as I ducked my head up the hatch to see a nasty bunch of black rocks and white breakers very close on our right.

The chart was laid out on the cabin table. I plotted the course and came out with the same magnetic heading Dick had been steering. Then Nancy plotted the course with the same results.

We concluded that the compass was off by quite a bit, 30 to 40 degrees perhaps. The nearby rocks were plain on the chart, so we laid a course from there to our destination buoy and then deducted the apparent error. We steered the new course and soon found the buoy, right on the button.

Dick's compass was a fine make and model, not a toy. Dick finally admitted that the newly installed radar set must have been playing magnetic tricks on the compass. If we had radar, why weren't we using it to navigate? Good question. Answers: one, it was new; two, none of us really knew how to adjust and tune it; three, the "pictures" we were getting were fuzzy and we couldn't distinguish buoys and boats from wave clutter. It wasn't the least expensive unit, but I have seen much better ones.

On the brighter side, I remember some truly fantastic sights and scenes. When I see a calendar picture of Bass Harbor Head lighthouse, I think of the day we sailed near it on a mirror calm sea. Mention Pulpit Harbor and it brings to mind an evening anchored there. While the sun set and our dinner grilled on the aft rail barbecue, the only other boat in sight was a gleaming wooden classic, a Herreshoff 12-1/2. The young couple sailing it were taking quiet pleasure by cutting graceful arcs around the harbor.

We spotted a bald eagle. It was swooping down to the water and catching fish. We saw loons swimming and flying. From a distance, their calls are at once romantic and a bit loony. Dick identified flocks of scoters and gallinules. There were ospreys whistling overhead everywhere, many had young on their nests. We looked but didn't spot any puffins. Brooklin Maine is home to *WoodenBoat Magazine*. We toured their offices, library, and the WoodenBoat School facilities. One of their more colorful writers, Pete Spectre, was in attendance. I believe it was he who coined the term "scraggly-headed teepee dwellers."

We'd spent the previous night anchored near their beautiful campus. We were on the dock, returning to *Astarte*, when I spotted a 20' lapstrake outboard. It was black with a lot of bright, varnished trim and carried the curious name *Motor Drive* on its after side. It approached the dock and tied up. The skipper joined us on the dock carrying a camera. "Are you the famous Benjamin Mendlowitz?" I asked. "Yes I am," he said. "I'm very pleased to meet you and I really enjoy your calendars."

"Thank you," he replied. I, too, happened to have a camera hanging from my neck. It felt just like bumping into Frank Sinatra while just by chance holding a microphone in my hand. Eggmoggin Reach is fun to say out loud and it separates Deer Isle from the mainland. If you pass beneath the suspension bridge you'll rub elbows with some of the nicest boats you'll ever see.

Dick and Nancy introduced Lynn and I to a seagoing rite we hadn't heard of before. We were underway one morning when Nancy called to Dick, "time for elevenzies Dick." I couldn't imagine what that might be. Maybe it was time for him to take a pill. Dick busied himself below making preparations. When he emerged to the cockpit I discovered that the arcane "elevenzies" were Fresca and rum.

Camden is a stopping point for many cruising boats. They vary widely from little to big, either sail or power. One was a steel ship that was luxuriously refitted. Another was a megayacht sailboat. It was 90' or 100' long and carried acres of teak and glittering chrome. The rigging bristled with more antennas and radar than a Radio Shack catalog. The exhaust of generators ran in an uninterrupted stream from the shiny dark gray hull. Its name ran across the transom in bold gold leaf letters, *The Rights of Man*. It just didn't seem possible to me that the amounts of money it took to launch this floating showroom could have been amassed without the rights of someone getting their unalienable toes stepped on at least a little bit.

We overnighted in many and varied coves, harbors, and bays, each one prettier than the last. After dinner we'd lie about the cockpit talking, solving the problems of the world and just staring into the sky. The colorful lights of high jetliners arced over us on the great circle route between New York and Europe. Often the crisp air and zero clouds made for fantastic stargazing. Occasionally a bright "star" would zip from one horizon to the other. We concluded that these were manmade satellites, busily making their orbits.

One very foggy afternoon found us anchored in the shelter of the Barred Islands. We heard an outboard motor running somewhere out in the fog. The sound came nearer. A voice came over the water saying, "\$15 a foot please." The boat appeared and the skipper of the large Boston Whaler continued, "you can pay me now." Actually he was being quite facetious. Many of the harbors in this area charge a fee for using moorings, but not this one. We all chuckled with contempt for the fee system. It turned out that our visitor was in charge of a bunch of young kids who were camping on a nearby island. He set out in search of adult conversation and found it with us. I think he may also have made a stop at a supermarket somewhere because there were two large steaks thawing on the console next to his compass.

Later that evening, we were joined by the schooner *Heritage*. We could barely make out her red, white, and blue color scheme through the fog. We had a visit from one of the crew, a nice young lady who needed to get away from her chores. She used the ship's sail-rigged longboat for an evening cruise. She shared some dessert with us and sailed off into the mist, lighting her sails with a flashlight.

There were few times that we sailed in Penobscot without one of the passenger-car-

rying schooners in sight. Some of them are original old boats, rebuilt many times over, and others are recently built replicas. Smokers beware. Most of the ads for schooner cruises now indicate that they too have joined the NO SMOKING bandwagon!

One day we sailed among a fleet of double-ended steel lifeboats. They, too, were under sail and fully manned by young crews participating in the Outward Bound educational project. They were sailing to an island to sleep in tents. We were stopping for lunch in a cove, and I realized that the boat already anchored there was identical to *Windbourne*, which I'd sailed on several years ago. I took the dinghy over, said hello, and asked the folks on board if they knew of *Windbourne*. Was this a sister or the same boat with a new name? They said six or seven copies were built, this one had never been *Windbourne*, nor had they heard of it. I bid the snooty bunch a good day.

Dick showed me a bunch of sailing tricks. Before moving to Maine, he had kept *Astarte* and other boats before her at Beaton's Boat Yard in Mantoloking, New Jersey. He had been sailing for many years. There were twin telltales on the jib. Red yam to port and green starboard. He showed me how to steer the best angle to the wind by keeping both yarns streaming back level. If I let the helm wander the least bit from ideal, one or the other would flutter and droop, showing which way to correct. I had never set a spinnaker and a long downwind run gave Dick the opportunity to demonstrate. Just for practice, we deliberately jibed the big balloon a few times.

Dick and I also teamed not to discount a woman's intuition. We had just left Stonington Harbor and were passing the old stone quarry on the opposite island. It was a rare, windless day so we were motoring. Suddenly the Atomic four fell silent without a sputter or a cough. It was as if the ignition had been switched off. We set the anchor and Nancy said, "oh Dick, it's dirt in the carburetor again!" Dick and I both didn't think so, and Dick said as much to Nancy. We first investigated the ignition system and then the newly installed electric fuel pump. This took some time, but everything we checked was in order. We reluctantly pulled the carburetor and disassembled it in the sunshine of the cockpit. Sure enough, there was a big chunk of dirt, stuck squarely in the opening of the main fuel jet. We sheepishly reinstalled the carburetor. Both the engine and Nancy just hummed quietly thereafter.

One of our cruises was bedeviled by fog and rain. We visited Castine, site of the Maritime Academy and its huge steamship, used for training cruises. After spending several days below reading and trying to entertain ourselves, we admitted to our hosts that we a little weary of "bad weather jail." I think they were, too, and we cut our planned trip short and reverted to being landlubbers.

In August of 1989, Dick and Nancy anchored *Astarte* in Northeast Harbor. Nancy was awakened in the dark early morning hours by voices and knocking on deck. It was the Coast Guard. Dick had gone up to pee, had a massive heart attack, and had been found floating. An autopsy showed he was dead before he hit the water. Nancy sold the boat immediately after. In 1991, Nancy died of lung cancer. I like to think that they're now cruising Penobscot Bay together.

(To Be Continued)

The Gardner Grant program has been up and running for about two years as we have been gathering funds. We did not make an award last year and certainly want to this. We have a modest amount to give away, a few grants of a thousand or so each. Applications need to demonstrate that how the modest monies that could be awarded would make a difference, a concrete result that could be pointed to with pride by Traditional Small Craft Association members, and be able to create an account that can be published in the *Ash Breeze*.

Purpose:

The purpose of the John Gardner Grants is to preserve, continue, and expand the achievements, vision and goals of John Gardner by enriching and disseminating our traditional small craft heritage.

Scope:

The John Gardner Grants are designed to support projects that broaden our traditional small craft heritage, and for which sufficient funding would otherwise be unavailable.

Eligible projects are those which research, document, preserve, and replicate traditional small craft, associated skills (including their construction and uses) and those who built and used them. Youth involvement is encouraged.

The John Gardner Grants are competitive and reviewed semi-annually by the John Gardner Memorial Fund Committee of the Traditional Small Craft Association. The source of funding is the John Gardner Memorial Endowment Fund, and funding available for projects will be determined annually. The funding for an individual project is estimated to be \$200 to \$2000. Multiple grants will not be awarded to an individual or organization in a single year.

TSCA John Gardner Grants Available

By B.A.G. Fuller

Eligibility:

Eligible applicants include historians, authors, boatbuilders, naval architects, designers, small craft specialists, archeologists, maritime heritage specialists, museums, educational programs, non-profit organizations, community based groups and anyone else with demonstrated interest in and knowledge of traditional small craft. No affiliation with a museum or other academic organization is required.

Awarded funds may only be spent on direct costs, including materials, supplies, heritage specialists, services, publication fees, and travel. Funds may not be used to supplant staff salaries. Overhead costs are not eligible for reimbursement.

Requirements:

Projects must be centered around or very strongly related to traditional small craft, and must have tangible, enduring results which are published, exhibited, or otherwise made available to the interested public. These results may include (but are not limited to) boats, written and graphical documentation (including boat plans), monographs, preservation of artifacts, exhibits, etc.

Recipients must furnish a report on the results of the project at the conclusion of the grant period, including published materials. A summary report must also be furnished which is suitable for publication in the *Ash Breeze*,

the quarterly publication of the TSCA. Periodic progress reports are strongly encouraged.

Recipients must acknowledge the support of the John Gardner Memorial Endowment Fund in all publications, printed programs and signage.

Recipients may be required to demonstrate satisfactory insurance coverage as determined by the John Gardner Advisory Committee. Insurance requirements will be determined on a case-by-case basis. Recipients must comply with all appropriate federal, state and local regulations, ordinances, statutes and laws governing the sponsored project.

Documentation of the use of John Gardner Grant funds must be maintained and furnished upon request. A summary of the use of the grant funds must be reported at the conclusion of the grant period.

Application:

Completed applications are submitted to the John Gardner Memorial Fund Committee of the Traditional Small Craft Association. The deadlines for the semi-annual reviews are April 15 and October 15, with announcements in December and June (Note: May 1 is deadline for the year 2000).

Applications must include a signed original and two copies of the completed application form. One set of attachments and support materials is required with the signed original.

Application forms may be requested from B.A.G. fuller, 88 Mason Cove Ln., Cushing, ME 04563, <bagfuller@compuserve.com> or www.tsca.net.

Review Criteria:

Expected results, both tangible and intangible.

Planned dissemination of results and educational impact.

Does the project cover new ground relative to traditional small craft?

Urgency: Will an opportunity be lost?

Impact: Will the project have a lasting impact?

Project quality: How effectively will the project preserve and expand the achievements, vision and goals of John Gardner? Does the project broaden our traditional small craft heritage?

Feasibility: Is the project well conceived and articulate? Is the applicant's experience relevant and sufficient?

Relevant experience of major participant(s): Those who will be executing the project, as well as those overseeing the project.

Youth involvement.

Partnership: Will other sources of support be utilized? Will there be additional participants? Will a museum, school, community organization or other not-for-profit organization be involved?

Other funding: Will other sources provide a significant portion of the funds required? (matching is not required but highly desirable).

Schedule: Is the proposed schedule realistic?

Budget: Income, both cash and in-kind. Expenses, both direct and overhead.

Definition:

For all purposes hereof "traditional small craft" shall mean boats built from design developed prior to the gasoline marine engine, for sail or manual propulsion. Modern or historical variants or adaptation of traditional designs fall within this definition (taken directly from TSCA Bylaws, Article 11).



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Seven juniors and seniors from the Thousand Islands Community School in Clayton, New York, are building an unusual St. Lawrence racing skiff. When it is finished they will launch the boat and sail it against a sister boat that is being built from the same lines by school-age children from the Washington D.C. area.

The project developed as a collaboration between The Antique Boat Museum in Clayton, the T.I. School District and the Alexandria Seaport Foundation in Alexandria, Virginia. Funded in part by an \$85,000 Empire State Partnership grant, the museum has provided the resources for North Country students and youngsters from the Washington, D.C. area to participate. As stated in the grant, the goals of the project include creating an interdisciplinary curriculum aligned with New York State standards that includes development of a learning environment outside of the confines of the classroom and the opportunity for experiential learning; incorporating the cultural resources of the Thousand Island community, establishing a sailing program for youth; integrating technology in the curriculum; and traveling with the skiffs and student representatives to promote the ESP project and museum/school partnerships.

The Thousand Islands Community School, whose students are participating in this first boatbuilding project, was established to provide for students an alternative to conventional academic settings. While the curriculum is Regents-based, it is also project-oriented, utilizing local resources, so that students are out of the classroom for part of the week learning in and about their community. "I'm excited about building this boat, because we actually get to sail it," said student Kellie Votra from Cape Vincent. "I have never sailed a sailboat before." In many cases, this boat will provide these local students with their first experience on the water.

Under the guidance of Dan Sutherland, a fourth-generation boat builder from Hammondsport, New York, students work on the boat for three days at a time throughout the winter. In December, they began with a lofting workshop, where they drew a full size picture of the boat using a diagram called a lines drawing. Sutherland built a mold from the students' full-size drawing which he then brought to the Antique Boat Museum's boat shop in Clayton. In January and February students laid planks on the mold giving the boat its basic shape. In March they will put ribs in the boat, and fit the deck beams. The deck will be laid and the boat varnished and painted in time for a June 17th launch at the Adirondack Museum's No-Octane Regatta in Blue Mountain Lake, New York.

Meanwhile, a sister skiff is being built in Alexandria, Virginia by youngsters involved with the Alexandria Seaport Foundation. The Seaport Foundation conducts year-round apprentice programs in cooperation with the City of Alexandria's Office of Employment Training, public school system, and juvenile courts. The young people who come to the Seaport Foundation through these programs construct boats for use in the Foundation's on-the-water training programs and help with commissioned boat building projects. Upon completing a boat, many realize for the first time that they can succeed.

The two groups of boatbuilders will communicate throughout their joint projects via

Unique Partnership Builds Educational Strength & Two St. Lawrence Skiffs

email and the Antique Boat Museum's website. They will meet in May when the North Country students travel to Alexandria and Washington D.C., and again at the June 17th No-Octane Regatta, when the ASF builders travel to the North Country for the race.

The boat these two groups are building is a rare 88-class St. Lawrence Racing Skiff. It was spotted in an old photograph; none are known to exist anymore. In fact, the lines drawing from which the students lofted the full-size diagram, was found in an 1891 issue of *Rudder* magazine at the Library of Congress. It is a 22' sailing skiff with a 4' beam. Integral to its racing design is the expansive deck; only 5'8" of the boat is open cockpit, so racers sit on the deck with only their legs in the cockpit. The boat appeared in the 1893 and 1894 catalogs of the St. Lawrence River Skiff, Canoe and Steam Launch Company.

The St. Lawrence Skiff is indigenous to the Thousand Islands region, developed as a fishing and utility craft in the 19th century. The sail allowed fishermen to travel longer distances between fishing sites, and still maneuver easily with oars in shallows and narrow places. It is a remarkably seaworthy boat and can carry an impressive load. The sailing skiff is unique among sailboats. It has no rudder with which to steer the boat. Instead, sailors move back and forth in the boat, shifting their weight to maneuver around the wind. Sailing a St. Lawrence Skiff is usually an exciting and challenging athletic event. The 88-class racer, unlike most St. Lawrence sailing skiffs, has a solid plate centerboard and a rudder. The reproductions being built through this project have mahogany keels and decks, cedar planks, and slippery elm ribs and stems. The spars are Douglas fir. The North Country boat will be varnished above the water line and painted below.

One hundred years ago, numerous builders along both sides of the river would construct these craft during the winter for sale or use during the summer. Some of the large hotels along the river had skiff liveries available for fishing tourists. Through the building process underway at the museum, students utilize math and science skills, and learn about the history and culture of the St. Lawrence River community and tie into the state standards.

Rebecca Hopfinger, Curator at the Antique Boat Museum, describes the genesis of the project. "Dan Sutherland, Joe Youcha, Director of the Alexandria Seaport Foundation, and I were chatting at the Chesapeake Bay Maritime Museum's Small Craft Festival in St. Michael's, Maryland in October. It was at this point that we all recognized the potential for an alliance between the already successful Alexandria Seaport programs, the fourth generation boat builder's yen for traditional sailing craft and the Curator's need to develop a project that would mesh with the Empire State Partnership grant," she said. "The project is progressing so well, we hope to be able to do

it again. We're talking with the school district about getting students from the high school involved."

Both boats will be housed at the museum, where it is hoped they will be available for other groups to develop racing teams. The museum also has a new livery where St. Lawrence Rowing Skiffs are available for visitors to rent by the hour. Visitors are invited to view the ongoing project in the museum boatshop.

June 17 is the Official Off-site Launching at the No-Octane Regatta, sponsored by the Adirondack Museum in Blue Mountain Lake, New York. Students from Alexandria Seaport Foundation will also attend and the two boats will "race".

July 8 is the Official On-site Launching at the Antique Boat Museum, kick-off to Small Craft Appreciation Week. The two skiffs will be featured during the culminating Festival of Oar, Paddle & Sail on July 15.

The Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104



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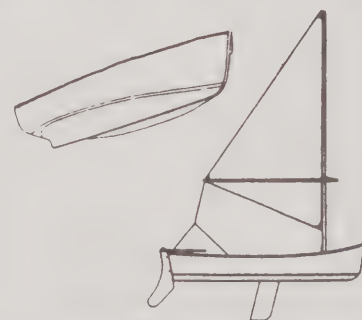
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Concept: First a megalomaniac and now a crackpot (see Editor's "Commentary" in February 15 issue). I only wish I were younger so that I could continue to refine my image; there's a lot of ground (or water) out there to cover. It will be very interesting to see how many of your readers respond. There may be more crackpots out there than you think.

We're starting to get some publicity. *Soundings* did a very big (two-thirds of a page) item and a few European magazines have done things. Also *Ocean Navigator*, whose article has pulled 26 phone calls in a couple of days. They're out there!

Race Progress Report: The big news is that we are going to have to postpone the start by a year. So we start January 1, 2002. I think you will all agree, and many have suggested, that there really is not time to get this in motion in just about 10 months (as an old newspaper reporter, I have always lived on short deadlines, but this is too short).

Design Update: With some more time now, I can continue to revise the design. The goal that many of you have suggested is to make the boat look more like a racer and less like a lobster boat. As a result the design has changed quite a bit. I unlimbered my ship's curves and came up with the enclosed. Looks fast, even at 6 knots. Maybe this needs a cabin interior in the form of a padded cell? (Promote this as a safety feature).



The World's Last Great Adventure Progress Report

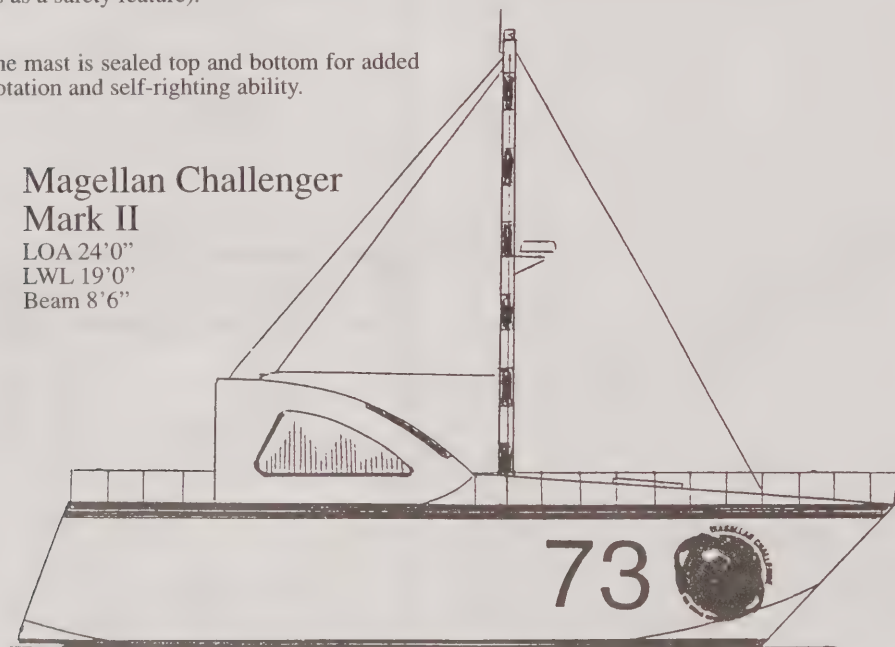
By Jim Betts

The swim platform is enclosed by the hull sides. It looks neater and makes the boat 24' LOA. The foredeck has a whaleback shape for added strength and a bit more headroom in the cabin. The proposed twin A-frame mast was too complicated and heavy. Now we have

The mast is sealed top and bottom for added flotation and self-righting ability.

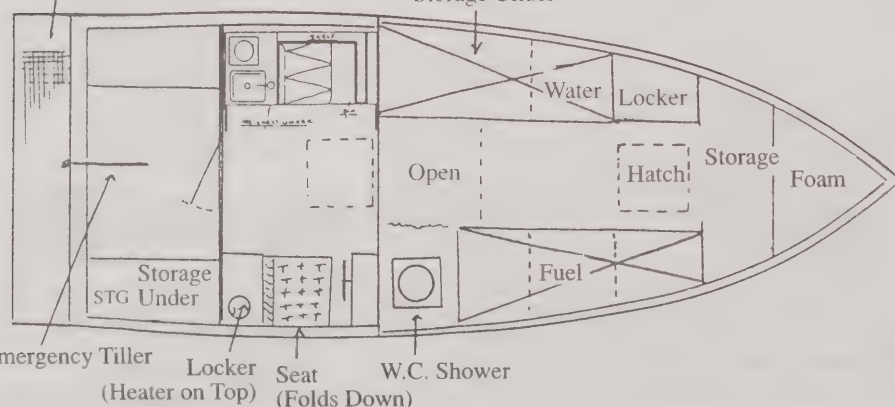
Magellan Challenger Mark II

LOA 24'0"
LWL 19'0"
Beam 8'6"



Grate Swim Platform

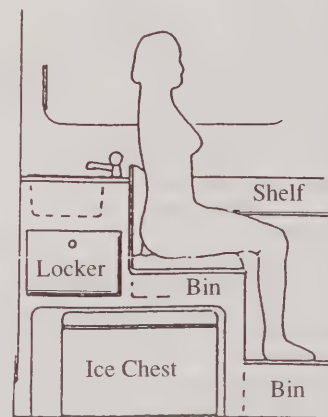
Storage Under



a single mast of 6" diameter aluminum. This weighs 11lb per ft. It steps on deck with a strong beam underneath. It is painted white and orange for added visibility. It is stayed fore and aft and both sides and carries the steadying sail, radar, radar reflector, lights, etc. There is a 1' high railing forward and aft.

Many of you have suggested that the off-duty person may not want to sit in the forward cabin nor the cockpit, but would rather be on the bridge. After all, the second person will sleep only a third of a 24-hour day. So you say that a second seat on the bridge is desirable. The answer was easy enough, just take the cabin design from the GP-16 (designed by Ted Brewer and me) and plug it into the Magellan Challenger. This is shown on the plan. A side view of this is also shown. Note that the bin under the co-pilot seat is a handy place for charts (we do plan to have a chart-pack covering the entire race course.)

This does cut into the galley space, but all is not lost. The back of the co-pilot seat (with cushion removed) folds up and becomes a 16"x20" counter. Nice food-preparation area. The copilot will have to go elsewhere at this time, or prepare the meal. The galley now consists of a one-burner stove, sink and ice chest, but little storage. So stow food and pots and pans elsewhere. The ice chest area will still accommodate the Minus-40 or Igloo Survivor 12v refrigerators (see West catalog.) You will have to pull them out to open. If this is the hardest thing you do, you're lucky!



We now have four couples interested. So you can have a double bed by putting it cross-wise. The forward person has to climb over the after person to get to the head and pilot-house, but that's part of the fun. Thank goodness for autopilot!

Prototype Boat: The basic (hull-form) boat is still in Australia. We need a boat in the U.S. Toward this end, I am in contact with a one-off aluminum boatbuilder in the U.S. who can do this. Now just a matter of when and how much. I will fund this, as I really need this boat, race or not. Failing all else, I may just make the trip and be the winner of the race.

More Information: An interesting web site to visit for potential participants is: www.marineweather.com.

With more time now, I still call for input. This is your race, I am only the organizer.

Jim Betts, Magellan Challenge, PO Box 1309, Point Pleasant Beach, NJ 08742-1309 USA, Phone (732) 295-8258, Fax (732) 295-8290, Website and e-mail link: www.magellanchallenge.com

Center for Wooden Boats 1999

By Dick Wagner, Founding Director

Above all else, The Center for Wooden Boats offers knowledge of our heritage through direct experience. This year our hands-on programs reached new dimensions in achievement.

Our youth programs' most spectacular event was the Pacific Challenge. This was a gathering of 17 teams of teenagers from throughout the Northwest for friendly competition in traditional maritime skills. Paddle, oar and sail-powered boats of English, Spanish, Inuit, Hawaiian and American heritage and their crews gathered at CWB in May. It was a weekend of physical challenge, problem solving, teamwork and, especially, fun.

Krista Brown of the vessel *Elizabeth Bonaventure* from Anacortes wrote, "I wanna thank you guys for putting on the best show. It was great! I had the time of my life. It was my first year, and I had so much fun I'm gonna stick with rowing forever. I thank you from the bottom of my heart."

Sarah U'ilani Marcell wrote, "I helped paddle the Hawaiian outrigger canoes. I just wanted to drop you a line to tell you that I love your organization and I really love all the work you do."

There were many other events that outdid our expectations, including the "Cast Off" program. This gives free rides on weekends in various historic craft not suitable for livery. Our 21' steam launch *Puffin* was the star attraction in previous years but *Puffin* needed a new boiler this year. Several friends of CWB and steamboats, recognizing the importance of keeping *Puffin* available for the "Cast Off" program, stepped up and contributed to the campaign. Enough was raised for the boiler, repairs to the trailer and a new cloth boat cover.

That was a triumph in itself but, better yet, our 35' New Haven sharpie, *Puffin's* replacement, gave rides to hundreds of visitors. Our phones this summer were jingling on Saturday and Sunday mornings with callers asking if the sharpie was sailing. This replica 1880s oystering vessel gave visitors an experience in sailing a unique 19th century watercraft that they will long remember. This is the sort of experience only a hands-on museum can offer.

The 36' Haida canoe carving project on our lawn is another example of CWB's activities leaving a wake behind. When Haida native Robert Peele is working on the canoe, about three fourths of his time is public contact. In addition to the "how-to" aspects, Robert has dealt with issues of culture, environment, northwest history and spirituality in his gentle, thoughtful manner. The canoe project has broad impact on our community. Many return weekly to see the progress. School groups from pre-schoolers on up come regularly.

Through this project, Robert has taken on another canoe carving project. Working with the students of Kilo Junior High, a 16' cedar canoe is being built. Recently, the whole school came to CWB to study Robert's 36' canoe, talk to students working on Inuit kayaks, attend a talk and demonstration on "Cedar Culture" by Steve Philipp, renowned expert on native maritime skills, and paddle our

umiak. Talk about kids in a candy store!

CWB's logo is the salmon gillnetter. Our living example, more than 100 years old, needed major restoration. Through public and private grants this project was done, but not in our backyard. We partnered with the Port of Seattle and Odyssey Museum to re-build the gillnetter on the central waterfront, alongside Odyssey. A whole new audience was able to see a traditional fishing vessel on the operating table this summer. We at CWB must reach out to our community; one of the ways is to take the museum to the people.

Our heritage skills workshops have been part of CWB's core since the beginning. The most successful this year was the nine-day baidarka class taught by Corey Freedman. Evaluations from this workshop gave the course and instructor a straight A, and often A+, for either or both categories. We had planned on one baidarka workshop this year but word-of-mouth endorsements and a *New York Times* article brought so much response, we scheduled five more and they all filled up. Boatbuilding classes always stir up exceptional enthusiasm in the students. In the baidarka case, that enthusiasm bubbled over, due to Corey's teaching techniques, which include teamwork, paddling breaks and students choice of music to work by.

The pay-off for everyone was the site Corey chose, our open-air Pavilion, which CWB visitors pass through coming and going. Corey took the boatbuilding program out of the box.

The kids from Pacific Crest School crewed CWB's gig *Dan* in the 8th Annual Pacific Challenge, just one of the many outstanding youth programs CWB hosted in 1999.

And then there's *Pirate*, a 39' knockabout sloop. *Pirate* is an "R" class, designed by Seattle's Ted Geary and built by Lake Union Dry Dock in 1926. CWB member, and former trustee, Scott Rohrer discovered *Pirate* in Southern California, organized a syndicate to buy, restore and maintain *Pirate* and donated her to CWB.

Pirate has been sailing every Saturday and Sunday since she arrived in mid-July, giving the stakeholders and anyone else on the dock the thrill of handling a pedigreed historic racing yacht. The whole operation, from purchase to donation, was an example of opportunism, faith (a leap of) and commitment. This was not a typical CWB event, but it certainly was typical of the atypical activities at CWB this past year.

CWB is a museum of programs because we feel direct experience is the best way to learn. Looking at static exhibits can be a fine introduction to the creativity, technical skills and social implications of historic objects. Written information and talks may give deeper insights. But hands-on history is the most challenging and long-lasting education experience. Visitors to CWB are the engine that puts CWB resources to work, stimulating thoughts and senses. CWB is the engine's vital spark.

The kids from Pacific Crest School crewed CWB's gig *Dan* in the 8th Annual Pacific Challenge, just ne of the many outstanding youth programs CWB hosted in 1999.



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The Penobscot 17

Designed by Arch Davis

Specifications:

Length 17' 0"
 Draft Board Up 0' 9-1/2"
 Board Down 3' 0"
 Beam 5' 4"
 Weight 260lbs-300lbs.
 Sail Area 118sf-139sf

This design was inspired by the many enquiries I have had from builders who admire the lines of my Penobscot 14, but need a bigger boat. The Penobscot 17 features the same glued lapstrake construction, with marine plywood planking laid on fore and aft stringers, that has proven very suitable for the amateur builder in the 14 footer.

One of my aims with this design was to provide ample stowage and stability for cruising, and a generous reserve of buoyancy. There is space under the seats running the full length of the boat for stowing gear out of the way, and for four inch thick slabs of styrofoam flotation, well placed to prevent loss of stability and buoyancy in a knockdown. The styrofoam is tucked away out of sight, but the plans show how to make it easy to remove for maintenance.

There are also buoyancy compartments at bow and stern.

Despite her appearance, the Penobscot 17 should not be too challenging a project for the builder with some woodworking experience. With the easier curves of a bigger boat, bending stringers and planking gives little trouble. The stringers are laid over a series of plywood bulkheads, providing a strong supporting framework for the planking.

The plans offer a choice of three sailing rigs. One is the same gunter rig that has proven the most popular rig on the Penobscot 14. It gives the same excellent balance and performance to windward. The other two rigs are unstayed, two-masted rigs, one a schooner, and the other a ketch. The ketch may prove particularly appealing to the cruising minded. By

providing a third mast step nearer midships, it is possible to shorten sail by stepping only the main or mizzen in heavy weather.

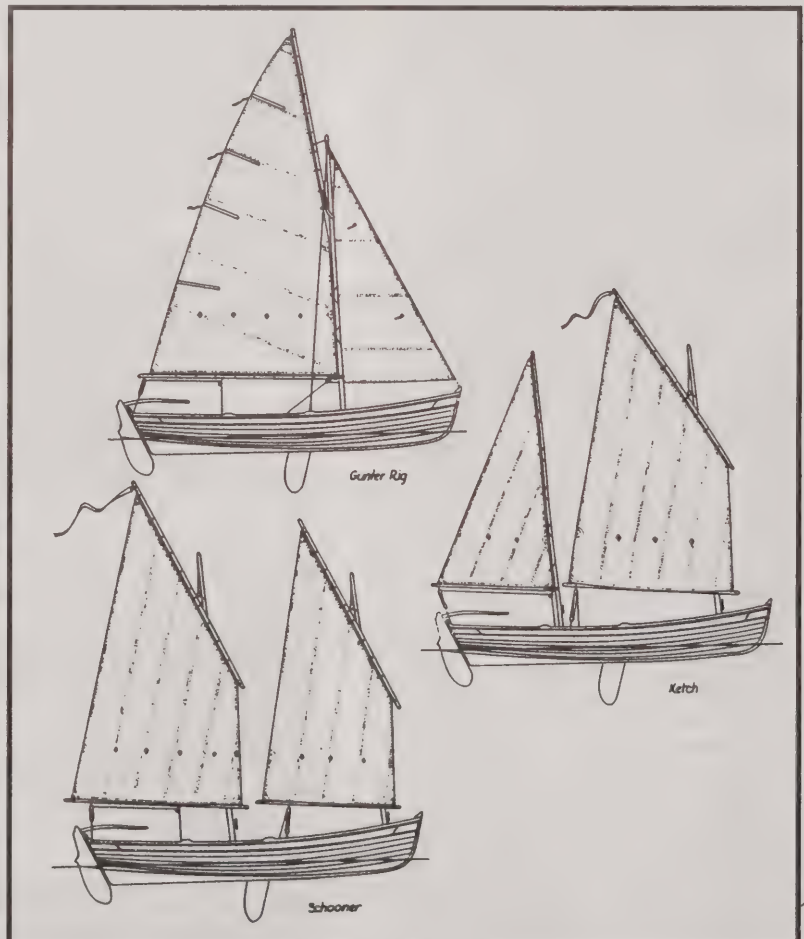
There are two rowing positions, a crew of two will cover many miles under oars with little effort when the wind dies. Of course you can put a small outboard motor on the transom if you like.

The plans include full size patterns of the stem, transom, bulkheads, centerboard and trunk, rudder, and other parts. These are printed on two large sheet of Mylar. The construction drawings show the boat at different stages of construction, with full size details, sail plans, and spar plans. The building manual is illustrated with drawings and photographs, and takes the builder step by step through the building process.

Plans, epoxy kits, sails, and other items are available from me at Arch Davis Design, RR 4, Box 39, Belfast, ME 04915, phone (207) 930-9873, fax: (207) 338-1103, www.by-the-sea.com/archdavisdesign/

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At first glance impressively sleek, but the protruding hatches and angular canopy negate much of the streamlining.

Bolger on Design

Design #585 - Hermes

21'0" length x 5' Beam x 2050lbs Displacement at Full Cruising Load

This boat was initially designed for cruising around Lake Michigan from the neighborhood of Chicago as far as Mackinac Island. Nenad Belic specified that she be able to carry half a ton of supplies and keep the sea in any weather, in case a dream cruise across the North Pacific came to pass.

The project of a dedicated long-distance solo rowing cruiser is an interesting shift from the thinking that generally underlies sail or power-based cruisers. As should be the case in any design work basic premises must be recognized, formulated and re-examined. To arrive at a defensible degree of overall conceptual coherence three basic factors appear to dictate the design-parameters of a long-distance rowing craft: 1.) Ergonomics; 2.) Hydrodynamics; 3.) Aerodynamics.

1.) Ergonomics: The most fundamental issue in long-distance rowing is maintaining physical endurance/health throughout the effort. Covering the distance in itself is demanding enough. But you cannot afford suffering the decidedly unnecessary fatigue inherent in being continuously exposed to sun, wind, rain as when at the oars of conventionally configured rowing craft. What is required is an overall layout that will keep clothes dry, the skin protected from sunburn, the body well nour-

ished and well rested, with communication and navigation gear handy.

Anything that could interfere with the optimal "working conditions" during the demanding project must be avoided by design. The living/work environment must support your concentration on covering the fewest miles towards the destination. You need a durable and safe "all-purpose" shelter that will allow you see, breathe, work, sleep for weeks at a time within immediate reach of oars, food, navigation and communication gear.

2.) Hydrodynamics: You need a hull shape that allows optimum progress under oars, while carrying the supplies necessary for single-handed long distance rowing. At the power a single oarsman can keep up, a boat more than 15' long doesn't go fast enough for wavemaking to be significant. All her hydrodynamic drag is from wetted surface friction. The most effective way to reduce wetted surface is to make the boat compact. Between weights of structure, gear and supplies, and single crew, the one short ton full load displacement aimed at here could be carried by a hemisphere 5' in diameter; the boat would be a complete sphere, half immersed. That would have the minimum of wetted surface, but at about 2mph high drag from wavemaking and

turbulent flow would set in, and she would not go straight without a big skeg which would put back a good deal of the saving in surface area. Some tank tests on a proposed hemispherical floating fort showed that at a very low speed, aimless eddies enveloped the rudder and made it uncontrollable. Besides, the 5' sphere has no place I which to lie down.

Phil has rowed a 19' waterline boat a good many miles without much stress. In a dead calm and a smooth sea, that is probably more than the optimum length, but considering downwind rowing and wave encounter, it seemed a likely choice for Belic's boat. Here the bow was made sharp enough to split small waves, the stern full-lined but in the original version with a sizable skeg to control eddymaking and this revised version with a foot operated rudder for better control in a variety of conditions.

3.) Aerodynamics: In addition to proper consideration of ergonomics and an appropriate hull shape, a serious long distance rowing craft requires a low resistance shape for the shelter. Any unnecessary built-in aerodynamic resistance from the forward 180 degrees will intolerably penalize the oarsman. Each square inch of hard edged protrusions square to the apparent wind will result in an immediate loss

in the efforts of the oarsman to move the boat forward.

Counting on "sailing" downwind routinely is typically part of most long distance rowing navigation. But it can't be relied upon. Whether simply not to be blown off more than that unavoidable on every break taken during the day, or drifting far off-course hanging on a drogue during a blow offshore, or just staying safely away from the perils of a lee shore in moderate weather, condemning the oarsman by design to pushing pounds and pounds of additional resistance for every stroke into unfavorable winds would be a dubious mental lapse at best and can be a life and death issue. Counting the strokes, the numbers of incremental losses will really add up and could add

days of additional apparent miles of rowing. Overall a slippery superstructure shape simply means faster progress toward the destination, and rowing with the good conscience that progress is about as good as it can be without obvious arbitrary avoidable built in losses nagging at every stroke.

If you could count on calms you might be able to cover as much as 40 miles a day and get into places open to no other enclosed boat. Phil has been comfortable for a month in worse cabins. This one could theoretically be rearranged to accommodate a couple, with increased daily range from double stamina by taking turns rowing, but less overall range as a result of having to divide her load of provisions by two. She really is optimized for just

one person and would get tight quickly with two.

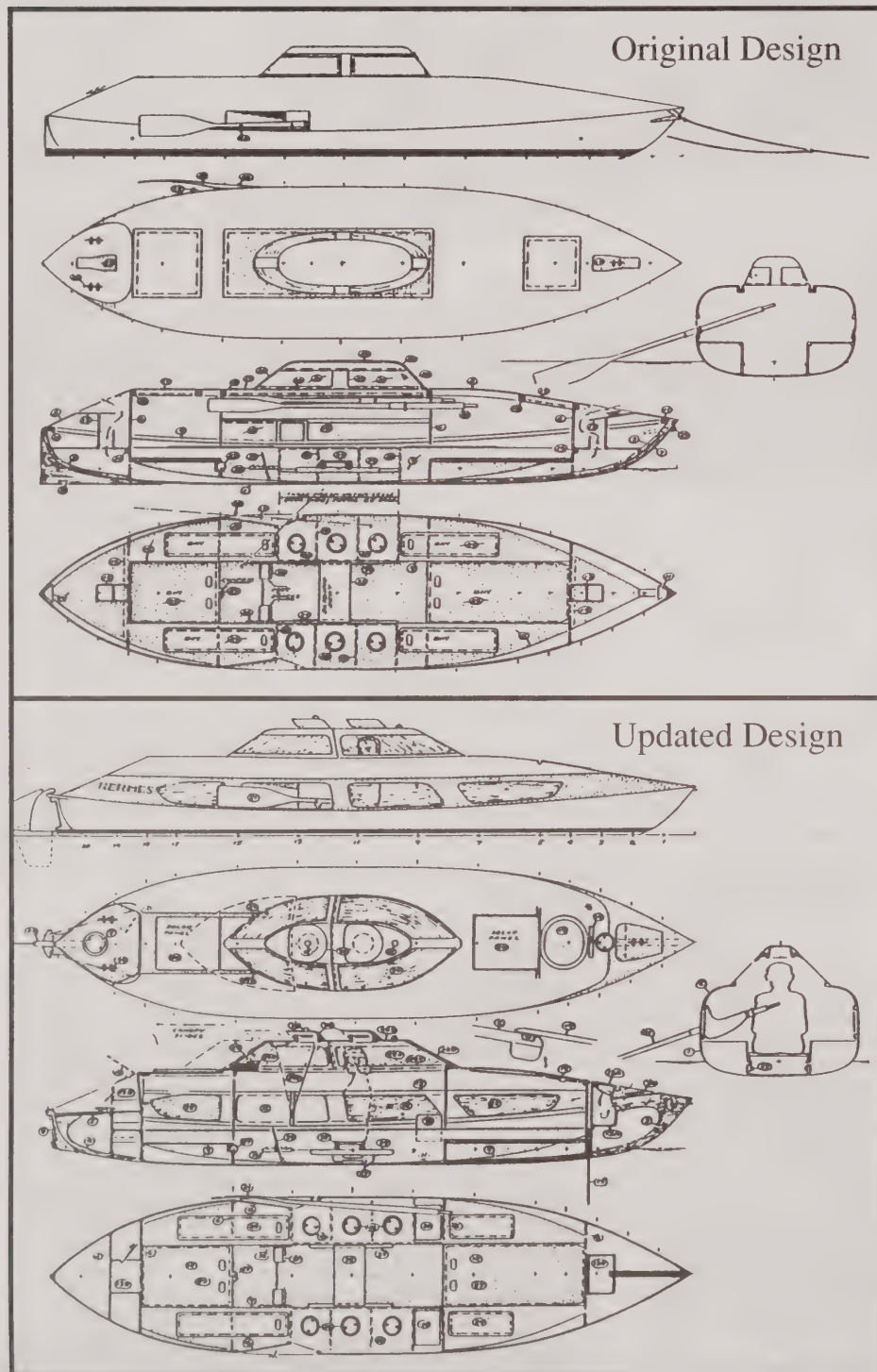
Directional control was meant to come from her skeg along with the option of taking a rudder the owner intended to try; it may pay when rowing before the wind. A shorter deep fin was dismissed as a catcher of flotsam hard to keep clean. We even discussed fitting a leeboard to keep her from crabbing in side winds, but my guess is that the shallow, rounded hull will make less drag by crabbing than the drag of a leeboard big enough to stop the crabbing. The leeboard might be a god-send if she had to work along a lee shore in an overpowering wind. In the end it never found its way onto the drawings, and as clean as she was on paper she would have been spoiled some by a leeboard.

As designed, she was given everything to cut wind resistance to enable her to keep going against and across some wind. The rounded off raised deck with flush hatches and recessed ventilators, and the rounded hood for the oarsman's head, were designed for the least possible wind drag in all directions. Nenad Belic thought that this was less important. With his builder, Steve Najjar of Palo Alto, California, he devised an angular aluminum-framed hood with hinged windows, and fitted her with metal-framed hatches that protrude up to a couple of inches above deck. It was no doubt more pleasant to have this size cupola surrounding the head. But, as a matter of priorities, wind resistance seems about doubled! The problem of the original design was less than ideal ergonomics, but everything is a weighing of priorities. A full length shallow keel was deemed necessary by them for tracking, apparently before the boat was launched.

On even the cleanest of hulls though, a strong wind forward of the beam will break the heart of any oarsman. All that can be done is to wait it out, beached, anchored, or, offshore, riding to a parachute drogue. The pendant shackled to the eye in the stem takes the warp of anchor or drogue clear of chafe. With an air mattress in the footwell on the axes of pitch and roll, and with a radar reflector displayed, the oarsman waits out the bad chance in patient relaxation. The boat can be closed in tight, with ventilation from the baffled openings at the ends. These vents are ducted to preclude flooding even with the boat bottom-up, and she is instantly self-righting from bottom up. Still even these ducts are designed to lock everything but a trickle out. In better weather, ventilation is controlled by opening the three hatches at various angles, retaining shade, but then adding dramatically to drag.

The oarports accommodate 9' oars with counterweighted looms, with two pairs of 8' oars slung up under the deck in reserve to allow "shifting gears" in light versus heavy conditions. The oars can be laid in almost parallel, and passed inboard from the laid in position. The ports are valved with loose sleeves inside, slack enough to allow a full swing of the oars without binding. The wrists of the sleeves open wide enough to pass the blades of the oars through but are gathered around the looms, near the grips, with elastic lashings.

The boat was designed before Nenad Belic chose a builder, so I showed sheathed strip planking as the least demanding way to execute the complex shape. Steve Najjar preferred cold-molding, which saved a couple of hundred pounds of weight with no loss of



strength. Another possibility would have been a foam-cored or balsa-cored fiberglass-sandwich shell.

Called *Lun* by Belic, she was launched in California by April '93 and was rowed for a bit on San Francisco Bay. She soon migrated to the western shores of Lake Michigan. As it turned out, she was eventually used to make one successful west-to-east crossing of Lake Michigan.

While published far and wide in our *Boats With An Open Mind*, the design lingered as an obviously very specialized tool for a select few who would care to engage in a long distance rowing project. Recent Atlantic crossings in a fleet of dedicated one-design craft though sparked a western rower to consider her as a tool for a personal adventure. As we had observed, he noted in these boats' basic concept what seemed a limited understanding of, or interest in, the basic requirements.

Quite a few people made it across, but we agreed that the relative suffering was unnecessarily enhanced and probably in part responsible for the failure of those who turned back or were picked up. He stated eagerness to build #585. And we took the opportunity to rethink certain aspects of her. Her shape and structure would stay the same but details of ventilation, light, hatch utility etc. were upgraded.

Most importantly, we opened up her interior by adding sizable polycarbonate windows along her belt-line where her midsection had been purposefully kept flat vertical. Now the rower would be able to see the water run close by the boat for both pleasure and perhaps motivation as to her apparent speed at such close range. And when resting in the bunk area, merely lifting the head some would allow instant scan of a good part of the horizon.

Also opened up was the canopy area itself. While we made it much wider at its base along the deck, the angle of its sides is gentler than before, making up aerodynamically for its increased cross-section head on with better flow of winds from anywhere forward and abeam but straight ahead. The point was to have more room around the shoulders and head for both less risk of claustrophobia when she's all closed up during a wet and cold period, and to allow easy use of binoculars, for instance.

The forward section of it is solidly attached to the deck for a reliable tight fit, while the sliding and removable rear half has to be locked shut during very strong blows and risk of roll-over from breakers. Two removable sections would enhance the risk of both getting torn off leaving a gaping hole in her deck and, while she is unsinkable, both boat and crew would be at tremendous risk from swamping and respective structural loads on the hull in severe conditions.

The channels in the deck which accept the runners of the rear half serve just to orient the sliding assembly to not bind; between likely cost, convolution, and corrosion issues we tried to avoid any mechanically advanced mechanisms. What keeps the hatch from perhaps from being picked up by a sudden gust are simple lanyards/bungee cords reaching down to cleats screwed to longitudinals, allowing ready adjustability. With a third lanyard remaining permanently attached for safety from loss, the whole sliding assembly can be lifted off and, with some effort but as-



A beautifully built and organized interior. Note the racked oars.

sisted by three internal handles, brought below and stowed aft of the rower.

This brings up the matter of aerodynamics versus ventilation, minimizing the craft's overall resistance to the limited power under oars while respecting the urge to row in fresh air, sort of outside.

First of all, for basic ventilation she has a larger air intake forward that is fully baffled and inversion protected from swamping her through it. Bow and stern ventilation are meant to be left open continuously in all but the worst weather. As before, the ducting is self-draining overboard, and this opening is securely closeable against breaking seas over the bow.

The same goes for the stern ventilation, now modified though into two halves to allow a low but wide enough outward opening hatch allowing the crew to be able to work on her rudder assembly or to just get back aboard after a tethered swim, avoiding craggy handholds otherwise necessary to reach her top hatch. In light of her primary purpose to move forward, her stern is the aerodynamically dirty end of her, at which big stern cleats, square upright transparent hatch, and perhaps a fishing rod holder can be placed next to the optional VHF antenna that is usually carried folded horizontally between radio sessions, all without serious penalty; going downwind, the push of the wind against her squarer stern won't harm her progress a bit.

In really nasty conditions, blowing hard and wet from any side, it may be necessary to lock her regular vents and of course keep the canopy locked tight. Then the two plywood bread-and-butter assembled vent turrets at the highest point of the boat's structure can be oriented throughout 360-degrees, oblique or direct to or away from the wind, to maximize airflow and minimize water-entry. One would blow air and not too much spray into the boat, while the other would ventilate downwind, also to limit the likelihood of the transparency fogging up from humidity that has no direct way out. When at risk of rolling over in breaking seas, these 8" openings in her canopy can be closed tightly with screw-in plates. Then crew would have to "hold its breath" until further notice. On the other hand, in moderate

and light conditions on a drogue for the night her bow would draw in air and the two turrets facing downwind will reliably exhaust stale warmed up air and humidity rising up and out.

Finally, apart from serving as the basic access hatch to her interior for crew and supplies, the sliding canopy would be opened a crack for just shooting the sun, or lifted off and taken below altogether. When to do this would obviously depend on wind direction versus the need to make progress under oars. Heading into the wind on a hot day would suggest taking the canopy below in order not to have it act as a very significant windscoop drastically slowing progress. The same would likely be advisable with a beam wind. Rowing downwind, the scoop effect of the rigid forward canopy half would be an advantage, hot day or cool. It obviously all depends on location, conditions, the rower's ambitions for the day. But smart canopy and hatch management should result in the best possible combination of comfort and progress.

Details left for discussion would be her 55 gallon freshwater capacity in six integral tanks along the rowing position, its weight to be replaced by sea water to maintain certain self-righting capability; not that she could stay upside-down with that canopy in place anyway. And she has two 12v/97ah gel-cell batteries for radar detector/transponder duty, lights, CD-player, Rush Limbaugh lecture tapes, navigation equipment, or even satphone internet hook-up for life docudrama from the high seas, inversion-proof and properly secured in a dedicated bin also part of her self-righting capacity, weighing in a 71lbs each. After their initial full charge, both are to be kept running by two 36watt solar panels flush mounted on her fore and after decks.

Then there is her foot operated rudder intended mostly for crosswind corrections and downwind running control, particularly when taking a rest from the oars; lifted up in moderate conditions, it will keep wetted surface to that of the hull only. And there is the ingenious lunch hook in the form of her 12" wide transverse aluminum daggerboard dropping down some 18" at moment's thought, intended to allow her swing around it once oars are re-



A very sleek hull is marred here by high drag hatches and a canopy which continued to drip. No inversion-proof ventilation was fitted and nearly 10sf of unnecessary drag was added with the inefficient shallow keel.

tracted for a brief rest period, munchy break or navigation chore, to make her immediately head into the wind and stay there with least resistance pushing her off course. No doubt only mildly useful in moderate conditions, bad weather would still require setting a drogue from her flush forward hatch. But retracted into a tightly fitted slot and lanyard operated from amidships the board will help in taking efficient regular breaks with least lost motion.

Finally, in keeping with solitary long-distance endeavors of her namesake we've decided to call the design *Hermes*. Well report if and when any exploits are completed.

Upgraded plans for Design #585 on five sheets are available from us for US\$ 300 to build one boat.

Dream Boats

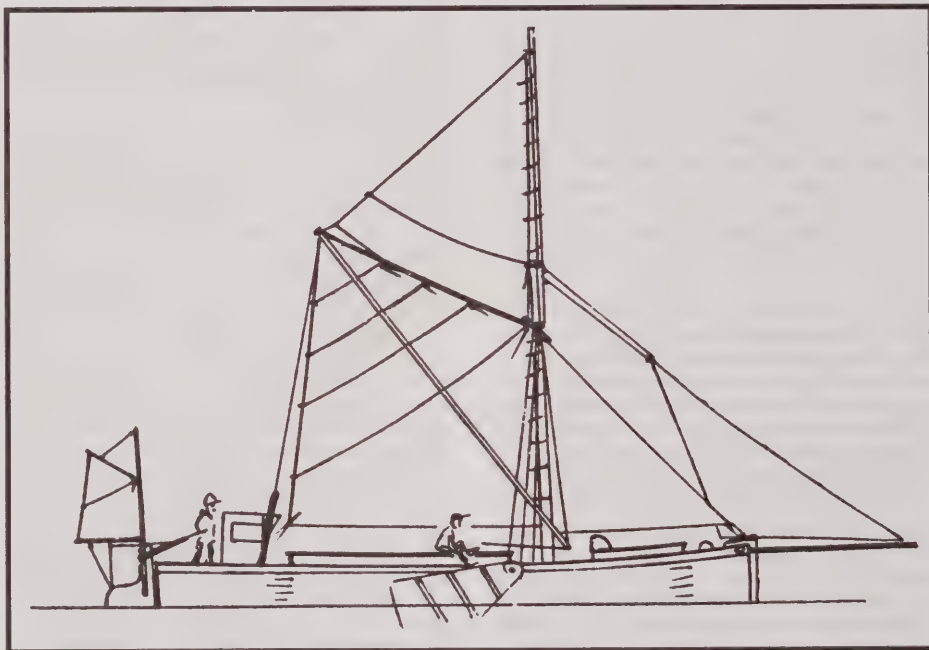
The Handy Thames Barge

By Richard Carsen

Inspired by an article on Thames barges in *MAIB*, I want to show here what they originally looked like. Although I have taken all the dimensions from the profile view in that article, this is a much smaller boat than the ketches shown in it; maybe about 60'. These small barges worked some of the areas on the east coast, where the land is low, and the waterways are narrow and crooked. Apart from the difficulty of tacking in such narrow quarters, some of the sharp bends would be difficult to maneuver around for a narrow long craft, obstinately resisting any change in course. No doubt, small harbors and confined docking areas contributed to the already tough conditions.

With the appearance of trucks and lorries it became increasingly difficult to gain a living from carrying such small loads, so that the barge traffic increasingly moved to larger waterways and coastal navigation, and hence to larger craft with the ketch rigs, as seen in that article. But before this happened, the bargemen had already developed their own answer to the maneuvering drawbacks, the yawl sail.

If you are a purist, the yawl sail is a small sail placed behind the rudder that is, behind the rudder post. Probably what is shown here may well be the origin of that concept and name. The yawl or yawlboat, the name of which probably derived from the French "jolie" which means both small and pretty, from which stems the Flemish "jol" (the "j" pronounced as "y"). The sound of "jol" is the same as of the English "yawl" with the "aw" not drawn out but short. In fact, the sail as shown here might well double for the yawlboat they all carried on deck or pulled behind. The sail-and-mast assembly was small enough to



be lifted out by one man and carried to the rudder or vice versa.

In tacking, or maneuvering in a headwind, when the helm was pushed to lee to swing the bows into the wind, the yawsail, sheeted taut to the rudder blade, would back-wind and the wind would help to push the stern over. The boy would handle the jib-sheets, alternately loosening the leeseet and then tightening it again after the bows went thru the eye of the wind, until the head of the barge had gained enough offing so that the jibsheet on the new leeseet could be set. This made indeed for a very short turn.

The rig itself is a symphony of simplicity and effectiveness. Where buildings, trees or high banks obstructed the wind, the topsail could be set by hoisting it on its stick, the luff being held by rings, letting go of the brail and tightening the sheet, all from the deck by that

same youthful deckhand. The topsail would then catch the high wind and bring it down, so the barge would keep moving. When the obstruction was past, it could be brailed and downhauled in a jiffy and the bowsprit lowered from its upright position and the flying jib set, truly a marvelous contraption.

In *Modern Development in Yacht Design* by David Cannell and John Leather, the Thames barge is proposed as a comfortable and seaworthy cruising design, complete with its leeboards (shades of Bolger) and rig "as is". *Modern Design* mentions that they have sailed as far as the Caribbean, no doubt with a watchful eye peeled toward the weather, and in the right season. Pete Culler says somewhere that this is the handiest setup for a topsail. He had it on his replica of the *Spray*, Joshua Slocum's globe circling craft (Josh does not seem to have used the topsail).

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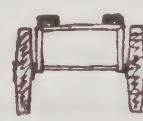
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I have built several boats now with the stitch and glue technique and I like this system very much.

One recent creation of mine is a sea kayak for small people. I got a lady friend to build the prototype for herself. I assisted her where needed to expedite the job. When we tested the boat I realized that it had too much V in the bottom. Another boat was in order.

I am running out of friends willing to build my creations so I decided that I would build the new test model myself. I will have a boat that my grandchildren will be able to use.

This boat is just shy of 15' with a 22" beam, strictly a low volume boat. I liked the way the first one paddled but the deep V gave me trouble getting it off and on shore with my 170lbs onboard. This next boat was to be a flat bottomed version.

I dug out the template for the #1 boat and made two sides exactly like the original and glued and nailed on the sheer clamps. I made the two deck beams on the same jig. So far we have the same boat right? I wire tied the two ends and built a temporary form for the center and tacked it in place.

I set this bottomless boat on the shop floor and didn't like what I saw. Way to much rocker. I played with other center shapes but it still fell short of what I wanted. I either got to much rocker or to little flare. Back to square one.

I disassembled what I had and got out my fairing baton and redrew the bottom line, the chine, and began over by resawing the bottom of the side panels. This time, like magic, it all came together. I liked what I saw so I set this assembly on top of a 16' piece of plywood blocked up the ends and drew a line

Wedge And Glue Kayak Construction

By Mississippi Bob Brown

around the boat. This was the bottom shape. I next removed the bottom panel and sawed it out about 3/4" proud.

I have found that some of my earlier wire tied boats tended to get undesirable humps. I wanted to avoid this problem so I didn't wire tie the bottom to the sides. I simply lay it on the shop floor and began blocking up the ends. I also wedged the bottom up to the sides so that they just touched all over.

When I was completely pleased with the shape of things, I filled an empty caulking tube full of an epoxy wood flour mix and did my fillet, followed immediately with the taping, then set it aside to cure.

I got back to work on this boat a few days latter. When I set the boat upside down on some horses it appeared to be fair. I sawed off most of the excess bottom and finished trimming with a block plane. I had what looked like a long narrow skiff but the shape was fair.

I radiused the corners with a belt sander then gave the entire hull a quick sanding and glassed the outside. I used 6oz glass and MAS Epoxy. I had one of the fairest boats that I've ever built and it was very, very easy.

The remainder of the construction was typical stitch and glue. I glassed the inside in the cockpit area only but epoxied the whole interior a second coat then epoxied and nailed on the deck. The deck got two coats of MAS. The bottom also got a second coat. The boat

was now pretty smooth all over. I built a coaming and was ready for paint. A little Helmsman Varnish on the deck and some Brightsides on the sides and bottom and the boat was ready for testing.

Now I began to worry about this flat bottomed boat. Would it have enough stability? My worry proved unfounded, the narrow bottom and flare did the job. The boat has very comfortable stability both initial and final.

I found the boat a bit tight entering and had to lay my #8s over a bit pointing my toes outward but it is still very liveable boat, even for a guy my size, for a boat designed for children or very small adults like my lady friend.

Reshaping the sides and flattening the bottom did remove much of the internal space, it is, in effect, a much smaller boat than its predecessor. One blessing from the changes was that the coaming is now a couple inches lower. This will be a real blessing for kids who paddle it.

Getting in and out of this kayak is a snap despite its tightness. The boat sits solidly on the ground as I enter and attach my spray skirt. It is easy to float the boat after I am in. I have found that with a decent beach I can paddle hard toward the beach and lean way back just before landing and I can step out onto dry land.

A couple months have passed since I first paddled this boat. I have paddled it a lot and have really decided that I have a pretty good boat. I think that this one is good enough that I will share the plans when I get them drawn. Sometimes drawing up the plan after building the boat is harder than the building was. I will get it done in time and you readers will be the first to know.



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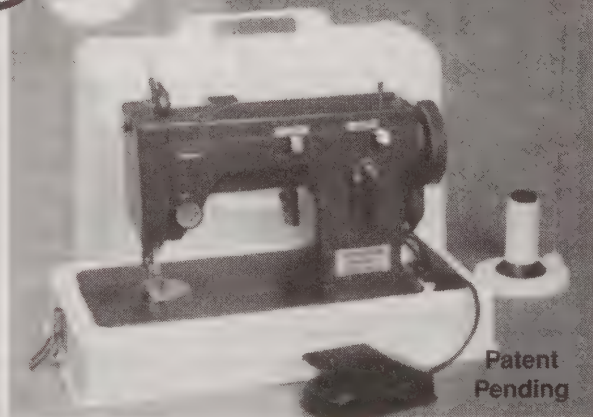
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How To Make Small, Fine, Light, Hollow, Octagonal Spars The Easy Way

By Robb White

Now that I have become rich and famous, with all the boat orders I can fill, I consulted with my sons and they have agreed to let me slip a few of our trade secrets. I believe that the improvement of the quality of amateur built boats is the best thing that can happen to the business so here goes.

(Small means for a little boat. Fine means tapered both in diameter and wall thickness and perfectly fitted. Light means less than a pound for a 12' mast. Easy means all the spars for the boat in less than a day).

Rip eight strips with a 22-1/2 degree bevel each edge on a table saw:

a. The strips may be scarfed and glued up with epoxy but make sure you don't starve the end-grain joint. Use a power feed for accuracy and safety. If you ain't got that, feather boards will work. Use a small diameter, thin-kerf Matsushita blade (see Dave Carnell's ad.) for smoothness and economy of wood.

b. Run strips for a short sample to check your setup and help determine the width and thickness. The width determines the maximum diameter of the spar and the thickness determines how much you can taper. Rip the strips square edged first, oversized, then set the blade to the bevel. That way you can select the best side to wind up wide and outside. Bevel one edge of all the strips, then slide a piece of formica alongside the fence to act as a spacer and bevel the other edge.

c. Lay the sample strips out on a table, wide side up, and tape across at reasonable intervals to hold them together.

d. Roll them into an octagonal tube, the tape will act like a hinge. Put a little more tape on there tight. The tape will do those strips just like the hoop does the staves of a barrel or the tire does the feloes of a wheel, mash them together and even them up.

e. The outside of the sample tube shows the maximum diameter of the spar and the hole shows how much taper you can get with that thickness of strips. If the hole is too big for the little end, increase the thickness of the strips.

f. Make the real strips just like you did the sample.

Dress the faces (not the beveled edges) of those strips to set the wall thickness and taper of the spar:

Reducing the thickness from the wide face reduces the diameter of the spar to make the taper and reducing the thickness from the narrow face thins the wall thickness without changing the diameter. Do the taper first:

a. Lay the strips out and tape them together, narrow (inside) side up.

b. Turn them over and plane or sand the strip's wide side on the end (or ends) you want to taper so that each strip is reduced fairly to the width and taper that you want. I use a furniture factory style, wide-belt, power-feed, sander for this, but a regular belt sander or a

hand plane works fine too. You can even use a thickness planer by winding smoothly on the handle as the mast passes through. Better have an extra set of sticks handy.

c. Tape the wide side (outside of the spar) about every foot or so. Leave extra tape at one end but double the tape back on itself to form a tab so it will be easy to pull off with sticky rubber gloves. Don't try to pull the taper gaps out of the small end yet. Turn the whole mess back over, narrow face up, remove the narrow side tape and dress that side down to the appropriate wall thickness. If the wall thickness is less than about 3/16" you can roll the edge bevel back toward 90 degrees with a little sharp plane so when the spar is rolled up and compressed, the thin facets will become round instead of octagonal. That way you won't have to plane the corners down to nothing, but that ain't easy so is beyond the scope of this revelation.

d. Clean up all the grooves of dust and stuff. Roll out the plastic on the long bench and lay out the strips, tape side down, narrow face up.

e. Heat the whole thing with a heat gun or infra-red lamps. Don't melt the tape. All you want to do is get the strips good and warm all the way through so that the contraction of the gasses in the interstices of the wood will draw the epoxy in as the strips cool. That'll prevent bubbles and make a good bond (works on all glue joints, coating and sheathing jobs, not just spars).

f. Set up a good sized bait-casting fishing reel in the vise. Make sure it has plenty of big monofilament line on it. Mine has twenty pound test. Make sure you have room. I do this outside. Set the drag to a nice easy pull. You are going to wrap this spar with the line at the tension you set on the drag of the reel but you don't want the line to dig into the wood at the corners of the octagons.

g. Turn off the heat and paint the inside of the strips quickly with epoxy (use many little mixes instead of one big one). Watch carefully as the epoxy soaks in and keep it all wet. When you are satisfied that you soaked it as good as it will get, put on your rubber gloves (get those heavy-duty yellow, kitchen-work gloves, not the thin hospital kind, you ain't checking no prostate gland here) and roll up the spar. Use just a little more tape to pull in the little end and maybe a few other places to even things up. Ain't no need to tape it gapless at this time. Don't forget to fold over the tabs on the tape

h. Using the drag of the reel, the pressure of your hands and the forces of nature, helped along by the irresistible, subtle force of stretched monofilament nylon, shape the spar perfectly as you wrap fishing line from end to end. Remove the tape as you get to it. Places where the wall thickness is less than 1/16th" (yes, Virginia) will even get straight as the line is wrapped on. The epoxy will lubricate the beveled faces and help nature even everything out. Don't ponder too much and fool around like you were wrapping the guides on a fly rod. You need get through before that hot wood sets off the epoxy. If you get through in time you will be able to easily eyeball straighten the spar. If you don't, you won't. While you are eyeballing, untwist any spiral of the seams.


While the spar is curing, roll it around so the extra epoxy doesn't puddle up on one side more than the others. Eyeball straighten all that time.

j. After the glue gets hard, reel all that line back on the reel. A couple of holes in a weighted cardboard box will hold the spar as it spins. Wear your glasses. Epoxy flakes in the eyes are bad business.

3. Put the nubs in the ends (there is a controversy about drain holes in this shop, we have done it both ways and it don't seem to matter) plane, scrape and sand the spar round and epoxify the outside. You might want to fiberglass the butt if it is a mast. Or you could spiral wrap and vacuum bag the whole thing like the first model, old, white Shakespeare fiber-glass fishing rods but that ain't easy so is beyond the scope of this.

4. After you are finished, send me \$10 for each spar you build, \$50 if you sell it. Contrary to what you might think, it is perfectly alright to send cash in the mail.

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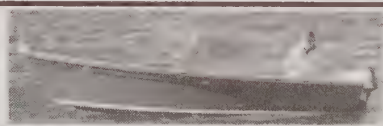
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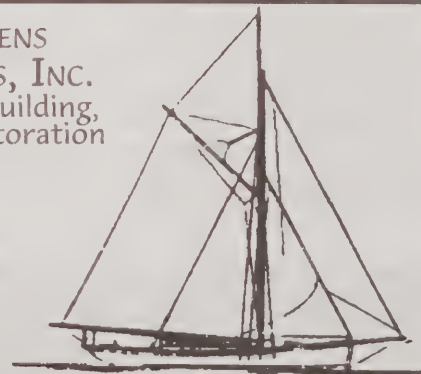


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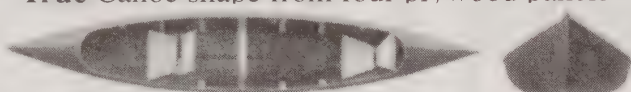
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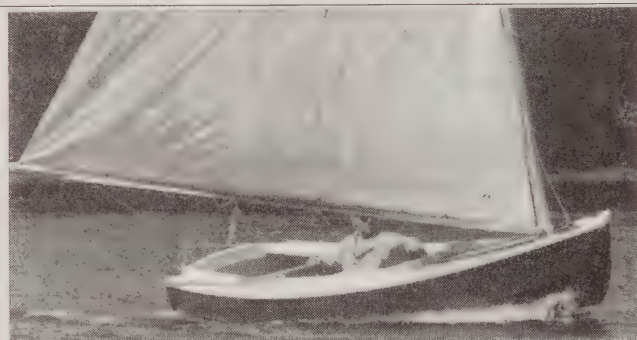
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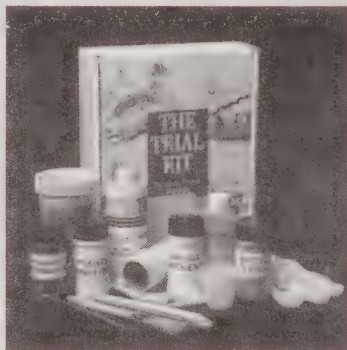
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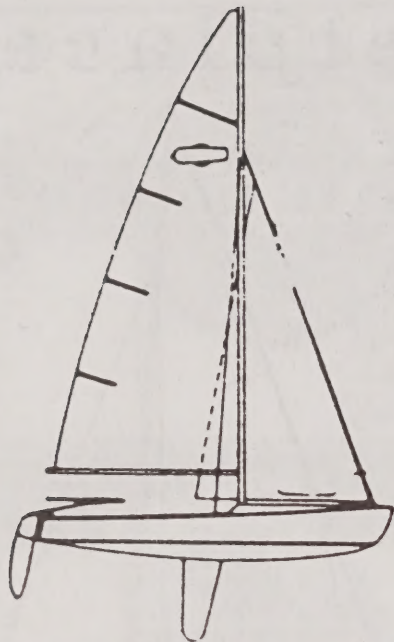


19'2" Rhodes/O'Day Mariner, 7' beam, 1,435lbs displacement, bulb fin keel model (cast iron), mid-late '60s. Slps 2 in cuddy w/V-berths, tabernacle mast mount gives space. New Awlgrip white topside paint over epoxy barrier coat, new red copper bottom paint, dark blue bootied waterline. Roller furling main, jib & 150% geneoa in gd cond, 185sf. Canvas boom tent, V-berth cushions, camp stove, new 12v battery, porta potti, anchor & rode, compass, life jackets, diaphragm bilge pump, tiller tamer, accessory net hammocks, fenders, docklines, hvy duty mooring bitt w/re-inforced foredeck, oarlocks, sweeps, new keel bolts & white oak keel floor timbers. Hvy wood cradle. Delivery possible in New England. \$2,100.
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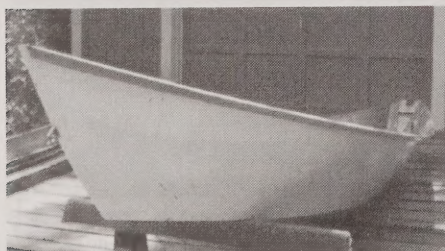
21' Dovekie, Bolger designed, tanbark sail, FG leeboards, bow daggerboard, wooden mast & sprit. 6hp Johnson OB w/spare prop. Custom cockpit tent. Solar electrical system incl 2 10w panels, 2 deep cycle marine gel batteries, fan, stereo, and interior/running lights, & bilge pump. 12KG Bruce & Danforth anchors. Load Rite trlr w/new tires & two spares on rims. Located in Great Lakes region. \$3,500. **Folbot Greenland II Folding Kayak**, Red deck, grey hull. Balogh expedition sail set-up incl zippered reefing system on sail, 3 section floating alum mast, leeboard. Keel strips, repair kit, rudder, spraydeck, and travel bags. \$1,200.

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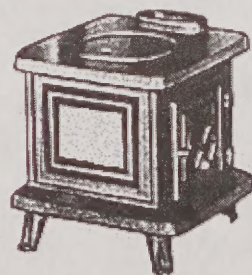
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